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The Hongkong Telegraph

FOUNDED 1861
No. 21, 22

六拜禮 號八廿月八英港香

SATURDAY, AUGUST 28, 1926.

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THE COAL MINE DEADLOCK.

NO ADVANCE MADE TOWARDS SETTLEMENT.

GOVERNMENT CANNOT ASSIST.

London, Aug. 27. Reuter understands that the Government's view of yesterday's coal discussions is that the miners' representatives called the meeting simply for a subsidy and that they have plainly not budged an inch from the position they assumed in April.—Reuter.

THE COUNTRY'S POWERS.

London, Aug. 27. According to the verbatim report of the conversations at Downing Street yesterday, Mr. Herbert Smith said the miners were anxious to see what good offices the Government could render towards a solution; also what temporary financial help the Government would give.

Mr. Churchill replied that he estimated at the beginning of the coal stoppage that the country would lose ten times as much as it actually had done. The country had shown most extraordinary power in carrying on. Coal was coming in freely at the rate of nearly a million tons weekly. Furthermore, there was a certain domestic output. We were undoubtedly in a position to carry on the life of the country without difficulty. That was a most remarkable new fact.

"YOU CANNOT HURT US."

Mr. Thomas Richards regretted Mr. Churchill's speech, which meant—"You cannot hurt us; carry on."

Mr. Herbert Smith said:—"We are not here to make a petition but to get an honourable settlement. We can carry the fight a bit further. We have done our utmost to avoid pit-flooding, but after Mr. Churchill's speech we must fight."

Mr. W. P. Richardson said if things were better from the standpoint of the country, so the miners would also be able to resist. There might be a little defection, but no general weakening.

SUBSIDY IMPOSSIBLE.

Mr. Churchill said the Government were prepared to help towards a settlement, but they had only been asked for a renewal of financial assistance, which was impossible.

Mr. Smith said:—"Your offer of help recalls the incident of a man drowning in a river being asked by a man on the bank to drag himself out and the man on the bank would wipe his feet. We won't settle on such terms."—Reuter.

NO ADVANCE.

Rugby, Aug. 27. The report of the meeting between the members of the Government and officials of the Miners' Federation reveals no advance towards a settlement of the coal dispute. The meeting dispersed without arrangements being made for a further interview, but Mr. Winston Churchill urged, at the close, the Government's readiness for such meeting if the miners have any new proposals to advance, and Mr. A. J. Cook cordially agreed with Mr. Churchill that a negotiated settlement would be better for all concerned in the dispute.

Mr. Herbert Smith, President of the Federation, was the spokesman for the miners at the opening of the conference. He reviewed the result of the miners' recent conference with the owners, who had, he said, decided to take advantage of the Eight Hours Act to the fullest extent and were determined to insist on a district agreement as opposed to a national agreement, and were opposed to applying for help from the Government. They (the miners) now approached the Government to ask what help the Government could

give, not only in the negotiations, but financially for a period.

NO MORE AID.

Mr. Churchill, replying, repeated what has several times been said on behalf of the Government—that the question of giving financial help had long passed out of the sphere of practical politics. The Government had during the last year given £23,000,000 to secure nine months in which to settle and that was the end of the Government's assistance, apart from the £3,000,000 reserved in this year's Budget. What was left out of the latter sum, after various expenses incurred owing to the stoppage had been defrayed, would be available for aiding the movement of miners from any pits that might be closed, and £250,000 had been earmarked for the development of scientific research. What amount would be left, he could not say, but perhaps half of that £3,000,000 would be available for the purpose for which it was set aside. No subsidy, however small or temporary, and nothing in the nature of a loan by the Government would now be possible.

Mr. Cook urged that the ultimate loss to the country must be greater by the indefinite continuance of the dispute than by the grant of financial assistance, but he agreed that the cost would exceed £3,000,000.

COUNTRY'S POWER.

Dealing with the prospect of the stoppage continuing, Mr. Churchill said he could not see how the Federation's position would be improved for negotiating a favourable settlement by allowing force of circumstances to end the dispute. As for the country, much had been learned during the stoppage, and if asked at the outset what would be the result of even two weeks' stoppage, he would have given figures ten times as high as those he now knew to be the case. Except in the great basic trades, the country had shown an extraordinary power of carrying on. The exports for July, for instance, were better than those of a year ago, making allowance for the fact that no coal was exported. Unemployment was better, although the harvest had something to do with that. Since the general strike, 50,000 fewer were unemployed. People were buying coal. The Government was not called upon to buy coal to any extent now. Coal imports could be easily increased, no doubt, if cold-weather came. On the other hand, there was a certain output here and out-crop workings were being worked. There was no doubt whatever that the country was in a position where no difficulty was found in carrying on the life of the country, large proportion of the trade of the country and all vital services.

NO HUMILIATION.

The Government had no desire to humiliate the Federation officials or the miners. There was nothing they would rejoice in more than seeing the miners again working. Whether it should be by national or district settlements was not for them to decide, but he could not see why both parties could not be reconciled. He had thought the miners might advance new and definite suggestions, and if they gave promise of a solution, Government officials would have been available in whatever way they might prove useful.

Mr. Smith said that in the circumstances it seemed unnecessary to prolong the interview. They were not prepared to agree to an extension of hours or to district agreements.

FUTURE HOPES.

There was, however, further discussion on various aspects of the (Continued on Page 10.)

STORE BURGLED.

BIG ROBBERY AT MACKINTOSH'S.

A \$10,000 HAUL.

Two safes were opened, and the store cleared of practically every particle of silk when burglars forced an entry into the premises of Messrs. Mackintosh and Company, Ltd., the well-known men's wear specialists, last night.

The loss is estimated to be between \$8,000 and \$10,000, largely represented by silk goods.

The thieves made no attempt to fully damage things they did not desire to take away, but went about their work with a leisurely thoroughness, which was amazing in view of the fact that lights must have been used in full view of Des Voeux Road Central.

A showcase with a special display of silken goods was cleared, and the burglars then proceeded to make a new display of cotton shirts on the vacant shelves.

SAFES OPENED.

A safe was opened by the simple expedient of prising off a brass fitting, and smashing the lock with a punch. About \$200 in cash was extracted, and the thieves also took away the bank-books of the firm.

The other safe was opened apparently with a key for it shows no signs of having been forcibly broken open; in fact, it was left open with the lock intact. The safes are both on the ground floor, in the business part of the premises.

Entry was forced in the usual way, though a small boy seems to have been utilised by the gang to get in, in the first instance. Piecing together, this morning, the story of one of the most daring of large-scale robberies in recent months, it was clear that the burglary had evidently been well-planned beforehand.

HOW ENTRY WAS GAINED.

Securing, by some means or other, access to the well of Alexandra Building, it would appear that a man with a crowbar climbed up a drainpipe to Messrs. Mackintosh's window on the mezzanine floor. This was forced open, and the thieves were then confronted with iron bars running the length of the window, and inside that iron trellis work. The iron bars were bent to one side to allow the ingress of a small boy, who then apparently used the crowbar to force open a window well away from the drainpipe, and less protected.

CLOTH AS ROPE.

The boy must have then gone about the amazing task of cutting off the tassels of dressing-gown girdles and with strips of cloth making a long rope from the window, thus affording entry for the whole gang through this window. The thieves apparently proceeded without hurry to collect all silk on the mezzanine floor, allowing very little to escape their notice.

In a store room at back of the premises was a packing case, newly arrived, and they forced this open to ascertain the contents, leaving untouched when they discovered there was no silk therein.

A valuable bag, the property of one of the assistants, was used to take much of the stolen property away.

FINAL WASH-UP.

Before leaving, the burglars secured a wash-basin and washed themselves, and then changed their clothes, leaving the old ones behind.

When a Telegraph representative visited the scene this morning, Messrs. Mackintosh's premises showed no marked signs of the robbery, and he was informed that the sale as advertised would go on just as usual.

SENSATIONAL OPIUM CHARGE.

MILLION RUPEE SHIPMENT INVOLVED.

SMUGGLED FROM PERSIA?

Sensational details were cited by the Crown to-day in connection with a charge of extensive smuggling in opium outside the Colony which was preferred against Chan Cho-chiu, merchant in the Kwong Hing Loong firm of Des Voeux Road Central.

In the course of a statement made by Senior Revenue Officer Watt, who appeared before Mr. R. E. Land sell this morning and applied for an adjournment of the hearing until fuller investigations had been made, it was alleged that the defendant was concerned in a million rupee shipment of opium which was being smuggled from Persia. The Department had learned, from the documents seized in the case, that the ship which carried this valuable shipment was the Philadelphia, which was last heard to be off Singapore, on its way to

BANDITS KILL PRIEST.

Belgian Missionary Shot in Shansi.

Shanghai, Aug. 28. The Belgian Legation has informed the Missions Belges at Shanghai that bandits fatally shot the Catholic priest, Father C. Ruyffelaert, of the Suiyuan Vicariate, while he was travelling in Shansi. A Chinese accompanying him was killed on the spot.

Father Ruyffelaert was brought to the small town of Kangfang-Yingze, where he died after receiving the Last Sacraments. Father Ruyffelaert had been a missionary in Suiyuan since 1910.—Reuter.

Macao, and that on arrival off the Portuguese Colony, the 400 odd chests of the drug were to be transferred into waiting junks. As to the eventual destination of the shipment, the charge broadly defined it as "China."

Defendant was charged with aiding, abetting and counselling the smuggling of the opium, and Mr. M. K. Lo, who appeared for the defence, had occasion to refer to the "nebulous" nature of the charge, in that no indication was given in the wording of the exact point or place at which such aiding, abetting and counselling, was alleged to have taken place.

Mr. Lo raised the point also whether a *prima facie* case had been made out with details at their disposal and he gave notice that he would raise the subject at the commencement of the hearing with Mr. Lloyd, the Superintendent of Imports and Exports, who would be conducting the case for the Crown.

The defendant was remanded on bail of \$5,000.

MINE DISASTER.

THIRTY BODIES RECOVERED.

New York, August 27. A late message from John Towns says that by daybreak thirty bodies had been recovered from the Glymer mine. Fourteen men are still missing. Several of the rescued men were severely injured.—Reuter's American Service.

RUSO-FINNISH PACT.

NEGOTIATIONS OPENED.

Moscow, Aug. 27. Negotiations have begun at Helsinki for a Russo-Finnish Security Pact.—Reuter

BOYCOTT WEEK.

DEMONSTRATION IN CANTON.

MORE PICKETS ENROLLED.

On Thursday, Kuomintang subsidiary organisations in Canton staged a demonstration in support of the Canton Strike Committee enforcing the "anti-British" boycott against Hongkong. The public did not show any marked interest in this display by professional agitators and Labour Union pickets, but many people gathered in the streets. Police and military not on regular duty and pickets from the Strike Committee were able to form a line of more than a mile long on parade.

The demonstration began at the East Parade Ground, where three platforms were erected for speech-making. The centre platform had gathered around it the farmers and workers; that on the east side attracted military and police; whilst on the west students and merchants gathered. In addition to the Soviet Mission, the German Third Internationale was represented at the meeting.

THE SPEAKERS.

The demonstration started with an announcement by Mr. Kan Kumshek, in his capacity as Chairman of the League of Farmers, Workers, Students, and Merchants, and among those who addressed the gathering were Mr. C. Y. Chen Kiewoon, former Canton Municipal Treasurer, and Mr. Pang Chakman, who spoke on behalf of the Central Executive Committee of the Kuomintang.

All the speakers reiterated their support of the Strike Committee, refuting the Hongkong Governor's charge that the Committee is a band of bandits and pirates. The parades, following the demonstration on the Parade Ground, visited the headquarters of the Strike Committee and the Kuomintang in turn, shouting "Down with Imperialism!" and "Long live the Strike Committee!"

The Kuomintang Workers' Conference is beginning from to-day to sell badges and scrolls from 40 cents to \$5 apiece, for one week for the benefit of the Strike Committee. The Students Union and all Kuomintang clubs in the city are assisting in the sale.

"RED" FIGHTERS.

The Kuomintang Workers' Delegate Conference ("Reds") have recently recruited nearly 4,000 ex-Servicemen and unemployed from the districts in order to do their fighting with the "anti-Red" workers; but the "war" started on July 29th, was finally got under control on August 8th, and since then, no street warfare on an extensive scale has occurred.

To provide for the upkeep of these 4,000 men, the Kuomintang Workers' Delegate Conference intends to ask the Strike Committee to enrol them as pickets, to be partly subsidised by the Kuomintang Workers' Conference.

THE LABOUR FEUD.

Accusing the leaders of the Central Labour Union in Canton ("anti-Reds") as traitors, Kuomintang secret service men are going vigorously after the officers of the Union. Mr. Chan Sum, chairman of the Central Labour Union, has already escaped to Macao to avoid arrest. The Unions affiliated with this Central Union have been withdrawing from it in order to avoid suspicion and complications, and at present there are less than 40 labour bodies openly claiming identification with the Central Labour Union.

His Excellency the Governor has appointed Mr. William George Garrard to be an official Justice of the Peace for the Colony of Hongkong.

Bulls and Inners

From the Office Butts.

As Mr. Gladstone didn't say about our P. W. D.—"The people must Pegg away and Rous Pryde until every invernall Hill is made safe. It is no use Cryan that we can't Pearce the problem, because although it may not take a Carpenter to install a Keyser in a Newhouse, our Creasy roads won't have so many Hallowes if we Tickle the question tastfully." At the same time, he might have added—"I Hamor doots."

American courts have condemned the word "Przefarmacyli" as libelous. We always suspected there was something the matter with it.

The Bathing Beaches Committee evidently worked on the mistaken principle that roses from the front garden smell differently from those grown in the backyard.

Vesuvius is threatening to erupt again. And we thought Mussolini had suppressed everything in Italy.

There is no truth in the rumour that the 93 residents who submitted suggestions to the Bathing Beach Committee intend showing their appreciation by presenting their excellent body with an illuminating address.

The man who stole the electric fans must have been trying to raise the wind.

It is said that the "Kaffirs Bread Plant" lives for about one thousand years. We believe we had a slice from it the other day.

A good place for the thermometer these days is the ice chest.

Last month, the Blue Danube was flooded. Suppose the people waited to safety.

There's a Fish Trust in the United States. Its net profits are said to be quite a catch.

The stockless fashion doesn't look expensive enough to become a fad.

Some of our traffic constables should be able to get good jobs in Holland as windmills.

This summer, like the last twenty, is the hottest we've ever had.

One way for a Bank to become popular would be to give away a few free samples.

Statistics show that Americans eat \$75,000,000 worth of candy every year. How sweet!

Paddock, the noted runner, has just become engaged. Yet he holds 27 sprinting records.

There's a new cigar on the market called "The Ford." Let's hope it doesn't back-fire.

Civil servants' hours in England may be increased from seven to eight. We understand that in Hongkong official circles a heated discussion is being waged as to whether this means per week or per month.

What about local Residents' Associations amalgamating for the purpose of submitting a scathing bathing beach report?

There's a story going round of a Hongkong taipan who was so absent-minded that he went to office on a Wednesday instead of to Fung-ling.

A man named Luke Warm has been arrested in Chicago. And he's quite hot about it.

Many pictures of health are hand-painted.

The latest motor-horn "moo's" like a cow. We need one imitating a goat.

While we quite admit that the arms traffic is a serious thing, it seems about time that some of our hotel proprietors allowed up on the legs traffic as applied to chickens.

Scientists have discovered that butterflies can live after the head has been severed. Some of Hongkong's two-legged variety are usually animated after they have lost theirs.

Although it is said that Hongkong is not getting its normal supply of vegetables these days, the market appears to be full of beans.

It is said that the P. W. D. is watching boulders which are alleged to be unsafe. We understand that the watchers have declined free accommodation in the houses directly beneath the boulders, that they prefer to be above that sort of thing.

Some people seem to think that every rocky boulder becomes a bolder boulder these days.

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Creme sandwich, etc.The famous **BRETEL BUTTER**
In tin of one lb. ... \$ 0.80**MINERAL WATERS.**VICHY CELESTIN ... big size \$ 0.28 small size 0.13
VITTEL GRANDE SOURCE " " 0.37
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LANDLORD & TENANT.**RESPONSIBILITY FOR GAS FIXTURES.**

Hearing of the case in which To Sze-tuen claimed \$210 from Mons. Albert Guetat, of the Cafe Albert, being balance due of rent for 6, Kennedy Road, and in which defendant counter-claimed for a like amount, was continued in the Summary Court yesterday afternoon.

Mr. W. B. Hind appeared for the plaintiff and Mr. L. D. Turner for the defendant. At the previous hearing the defence submitted that there was no case to answer and His Honour the Puisne Judge said he thought this implied a withdrawal of the counter-claim. This defendant refused to do.

Yesterday defendant went into the witness box. He said the clause in the agreement relative to gas-fittings was put in before he took possession of the house. When he took possession electric and water fittings were there but no gas fittings. He asked the Gas Company to put in two gas stoves and five geysers, one to each bathroom. In addition they had to lay pipes from the mains into the house. He told the landlord's agent that he wanted the house as a boarding establishment.

Shroff Angry.

When the shroff called for the rent on June 21 he gave him a cheque for \$590 and a receipt for the putting in of the gas fittings, \$210, this making up the total of \$800 for two months. The shroff got angry and said he must have the money and that the expense of the gas fittings could be discussed later. Witness thereupon got \$210 from his wife and paid it to the shroff. He got two receipts for \$400 each. Later on he got a letter from Messrs. Lee and Russ demanding \$210 balance of rent. He wrote and asked for particulars, stating that he had paid, but no reply to this had been received. He instructed his solicitors to counter-claim for the amount.

Madame Guetat gave corroborative evidence. Mr. Turner submitted that the terms of the agreement were most unambiguous. These fittings were necessary and his client had them installed. The agreement stated clearly that the landlord was to be responsible for the gas, electric and water fittings and the tenant for consumption. Taking the house for a boarding establishment it was necessary to have these geysers fitted to the rooms. Mr. Hind argued that defendant should have asked for the landlord to put them in before he ordered it to be done. As he did not do so there was no breach of agreement and he could not claim unless he proved that he had asked the landlord to put these fixtures in. The tenant was in possession of the house, not the landlord.

His Honour reserved judgment.

TURKISH PLOTTERS.**DEATH SENTENCES CARRIED OUT.**

Constantinople, Aug. 27. The four men sentenced to death, as mentioned on August 26, were executed at midnight in the prison yard at Angora.

Five other members of the Committee of Union and Progress, including Reduf Bey and Rahmi Bey, have been sentenced to perpetual banishment.

All the others have been acquitted.—*Reuter.***INVASION OF HUNAN.****THE SOUTHERNERS' SIGNAL SUCCESS.**

Shanghai, Aug. 27. A Hankow message of Aug. 23, delayed by the censor, states:

Following the collapse of a Wu Pei-fu brigade in the Pingkiang sector, the Southerners pushed home their attack and broke the Allied line, rendering the centre untenable. Hence the Allies withdrew, and the "Reds" are advancing all along the line.

They have captured Yochow and other cities.

A Hunan brigade which covered the retirement was captured en bloc, and this, with other prisoners, brings the "Red" captures to a formidable number.

A Hankow message of Aug. 24 states:

The Allies are taking rapid counter-measures, to stem the "Red" advance. Reinforcements from all sides are being rushed to Hunan, altogether totalling 150,000.

The arrival of Wu Pei-fu at Hankow has restored greater confidence in military circles.—*Reuter.***THE LEAGUE COUNCIL.****A POSSIBLE SOLUTION.**Paris, Aug. 27. According to *Le Journal*, as a result of recent conversations between Sir Cecil Hurst, M. Fromageot, and Doctor Gaus, the legal experts of the British, French and German Foreign Offices, a possible solution of the question of the League Council has been proposed, whereby elections to non-permanent seats will be final.

The Assembly is not to be entitled to revoke them until the three year term has expired.

It is also suggested that non-permanent members be given a guarantee of re-election, thus practically extending the mandate to six years.—*Reuter.***HEALTH BULLETINS.****LEAGUE OF NATIONS' WEEKLY REPORTS.**

The League of Nations' Eastern Health Bureau has commenced circulating weekly reports concerning dangerous contagious and infectious diseases in Far Eastern ports. These reports are circulated through the Government, the first of which is as follows:

Plague: Bombay, one case, Rangoon 10 cases.
Cholera: Shanghai 141 cases, Amoy 11 cases.

Small-pox: Bangkok 4 cases, Bombay 1 case, Karachi 1 case, Madras 3 cases, Rangoon 1 case and Vladivostok 1 case.

A SEVERE STORM.**MUCH DAMAGE IN LOUISIANA.**New Orleans, Aug. 27. Four fatalities occurred in a storm in Louisiana, with damage of over a million dollars, mostly to rice, sugarcane, cotton and corn crops; while houses were swept away, roofs were blown off, and telegraph and telephone poles were splintered.—*Reuter's American Service.***MACKINTOSH'S
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3 DAYS—August 30th, 31st & September 1st.

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SHIRTSBroken ranges in Print and Zephyr
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Plain white with short arms and legs
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UNDERWEARMorley's India Gauze vests in all
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Usually sold at \$2.00 to \$3.00

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Cashmere and Silk and Cashmere,
Ordinary price \$2.50 to \$4.00

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HATSSingle Terais and Felts.
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HOSE — SHOES — TIES
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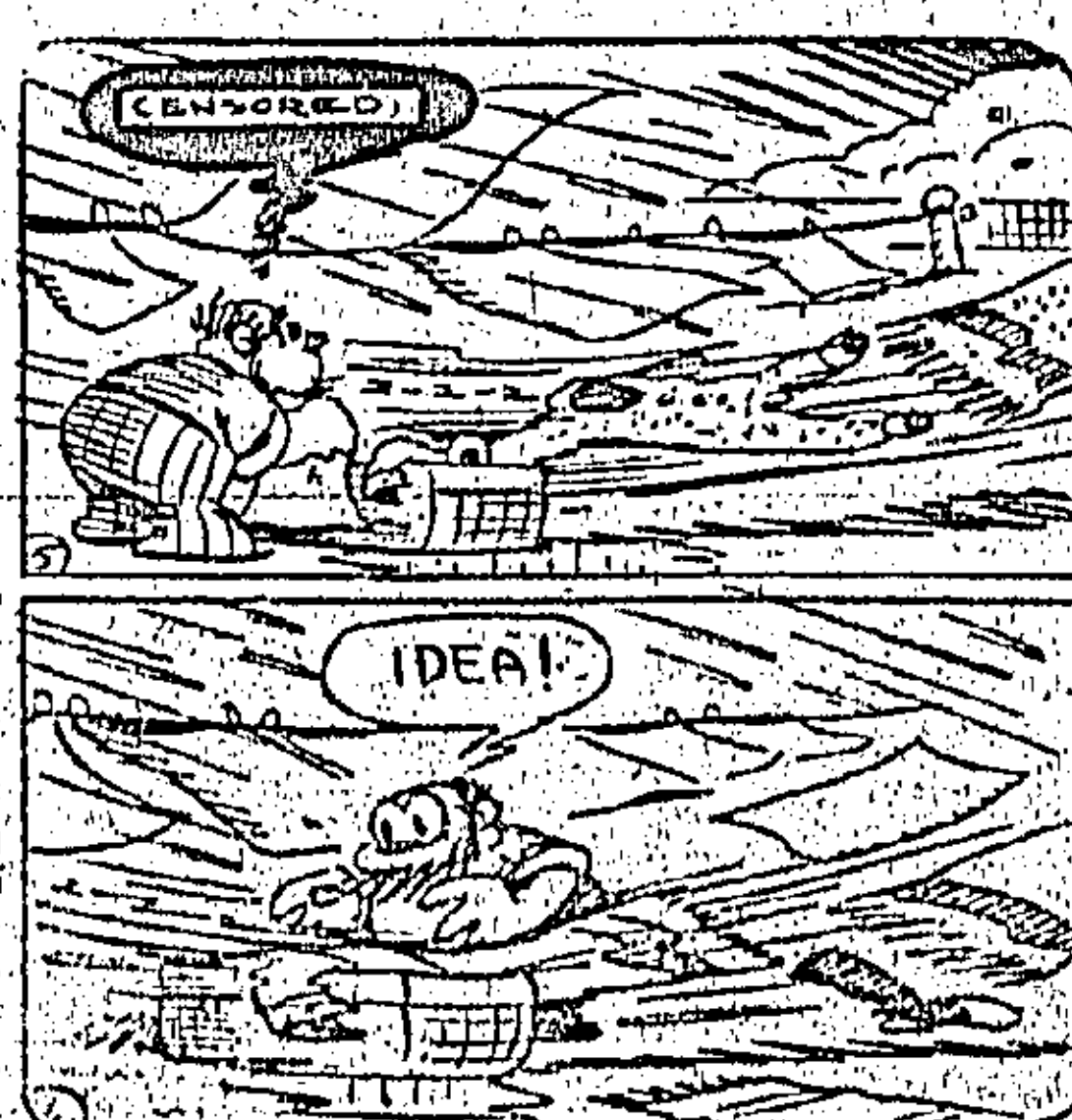
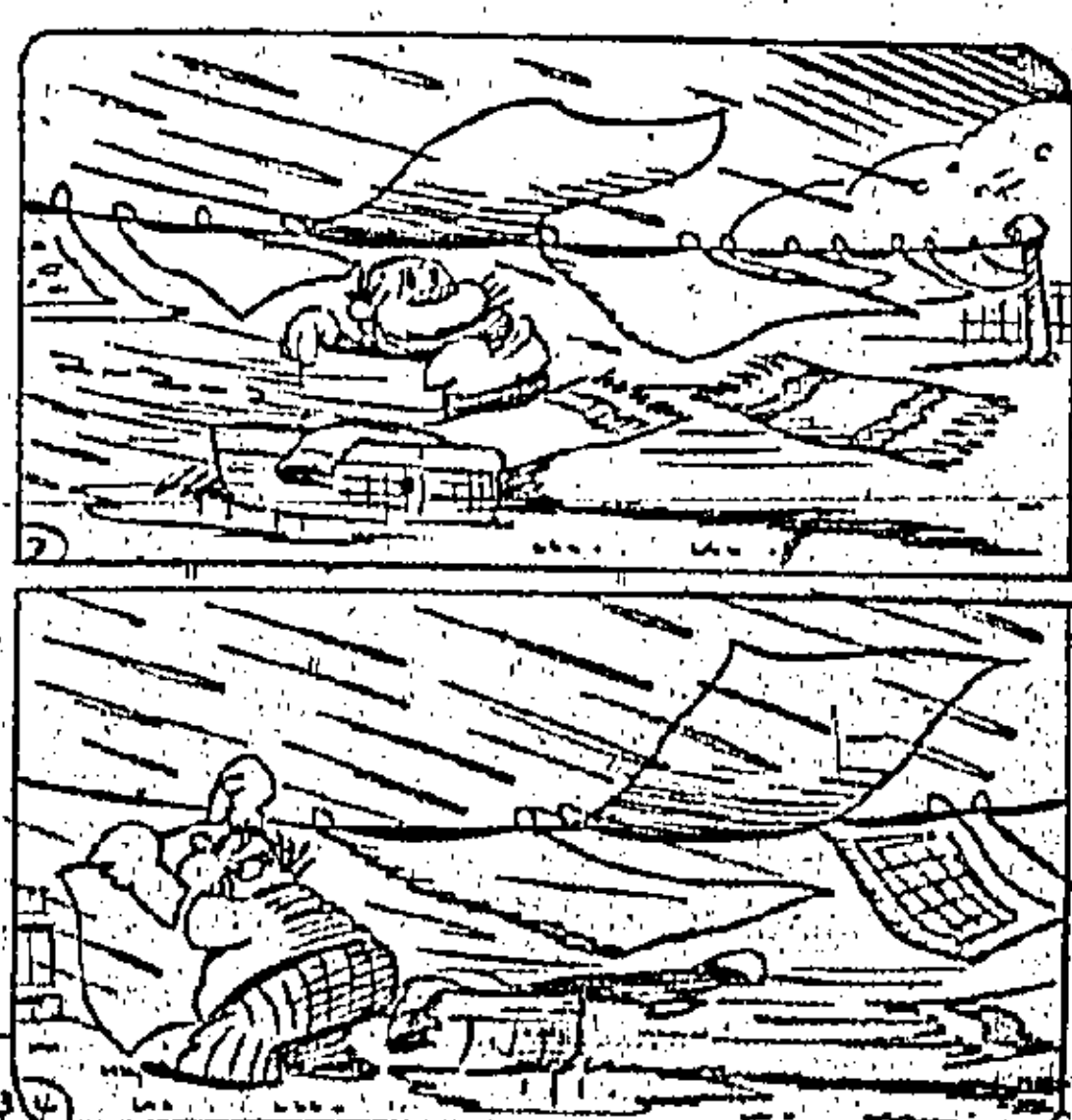
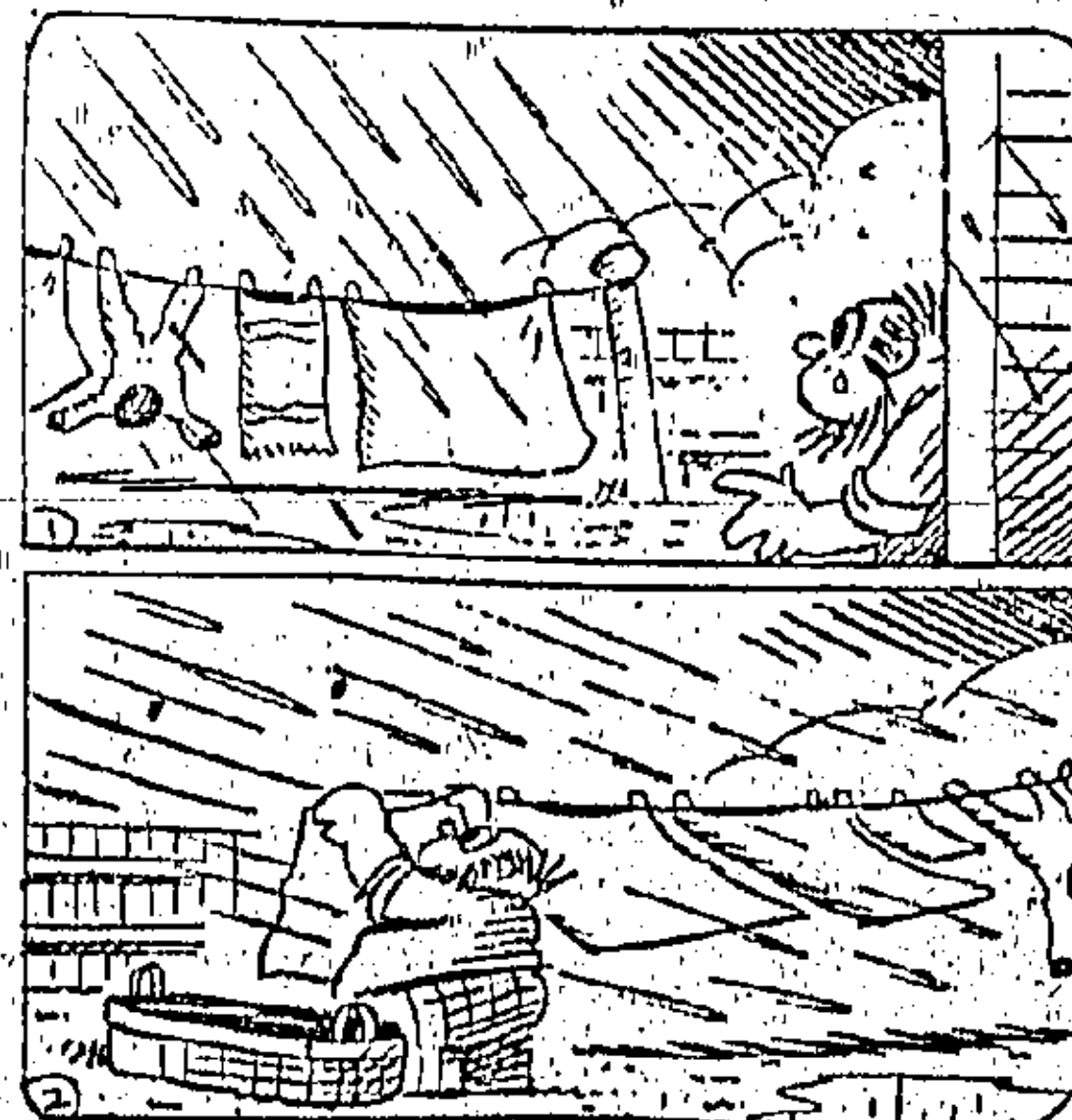
Letters of allotment for the issue of £250,000 Auckland Electric Power Board Five per cent. 1946 Loan have been posted.

Referring to the election of the Duchess of Atholl and Lady Cynthia Colville to the council of the Royal College of Music, Lord

Gladstone described the appointments as a "revolution" since women have never before sat on this body.

Avoid colds

By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for

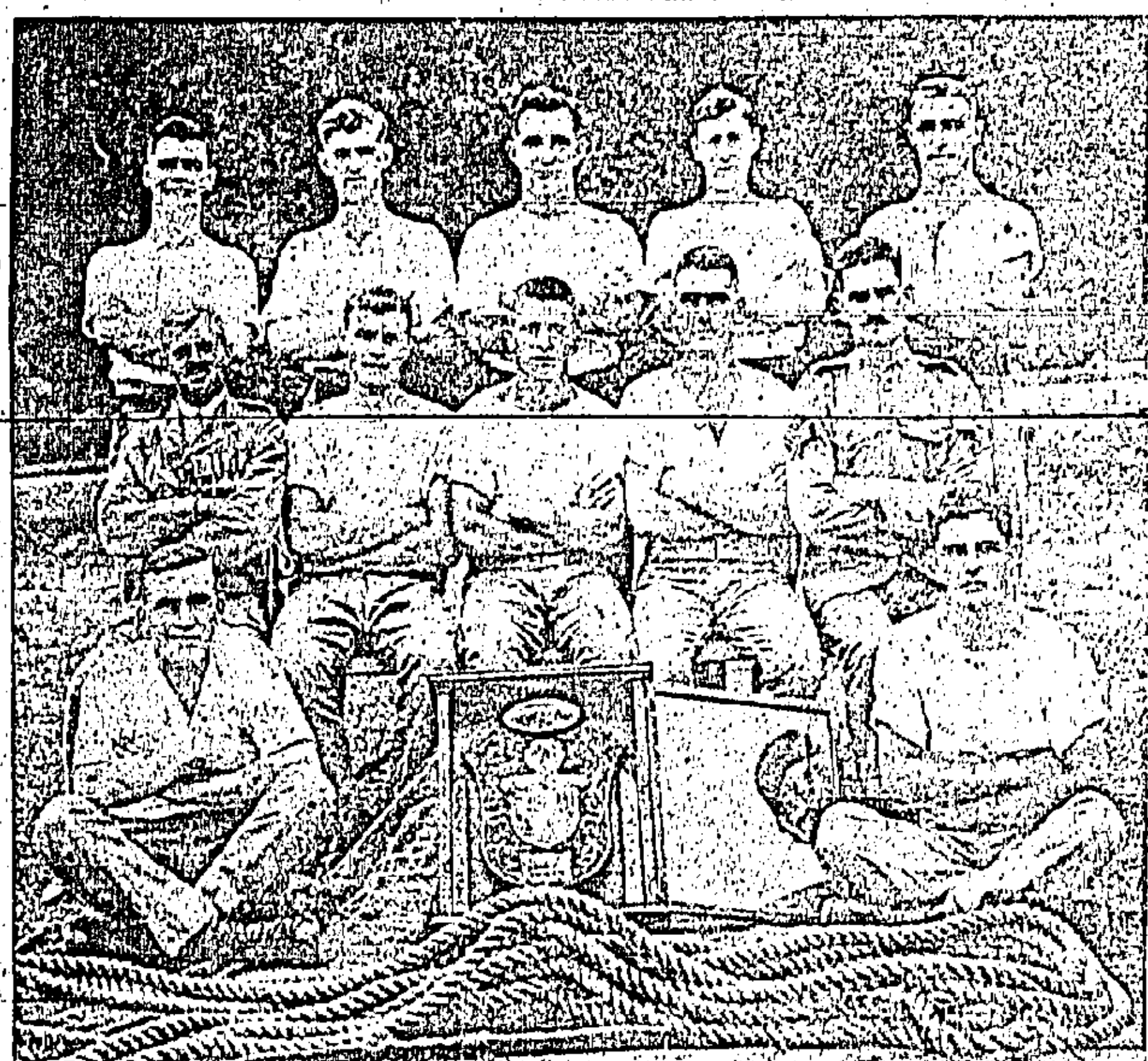
SCOTT'S Emulsion
The protector of life**SALESMAN SAM****As a Washwoman Guzz Makes a Good Plumber****By Swan**



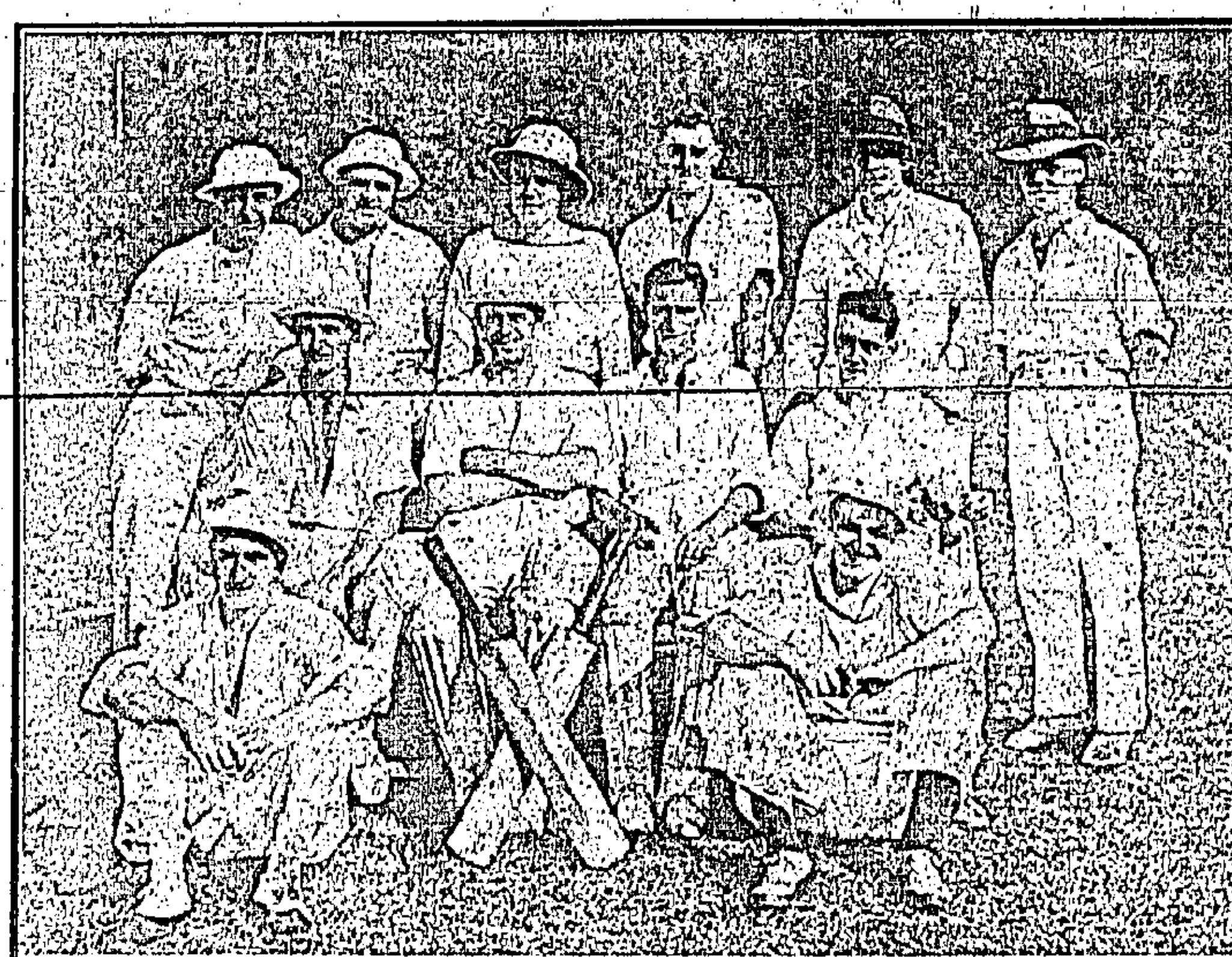
Bridal group taken at the wedding of Mr. H. Handley Pegg and Miss Francis Mary Margaret Huxtable, which took place at the Cathedral on Wednesday. (Photo: Ming Yuen).



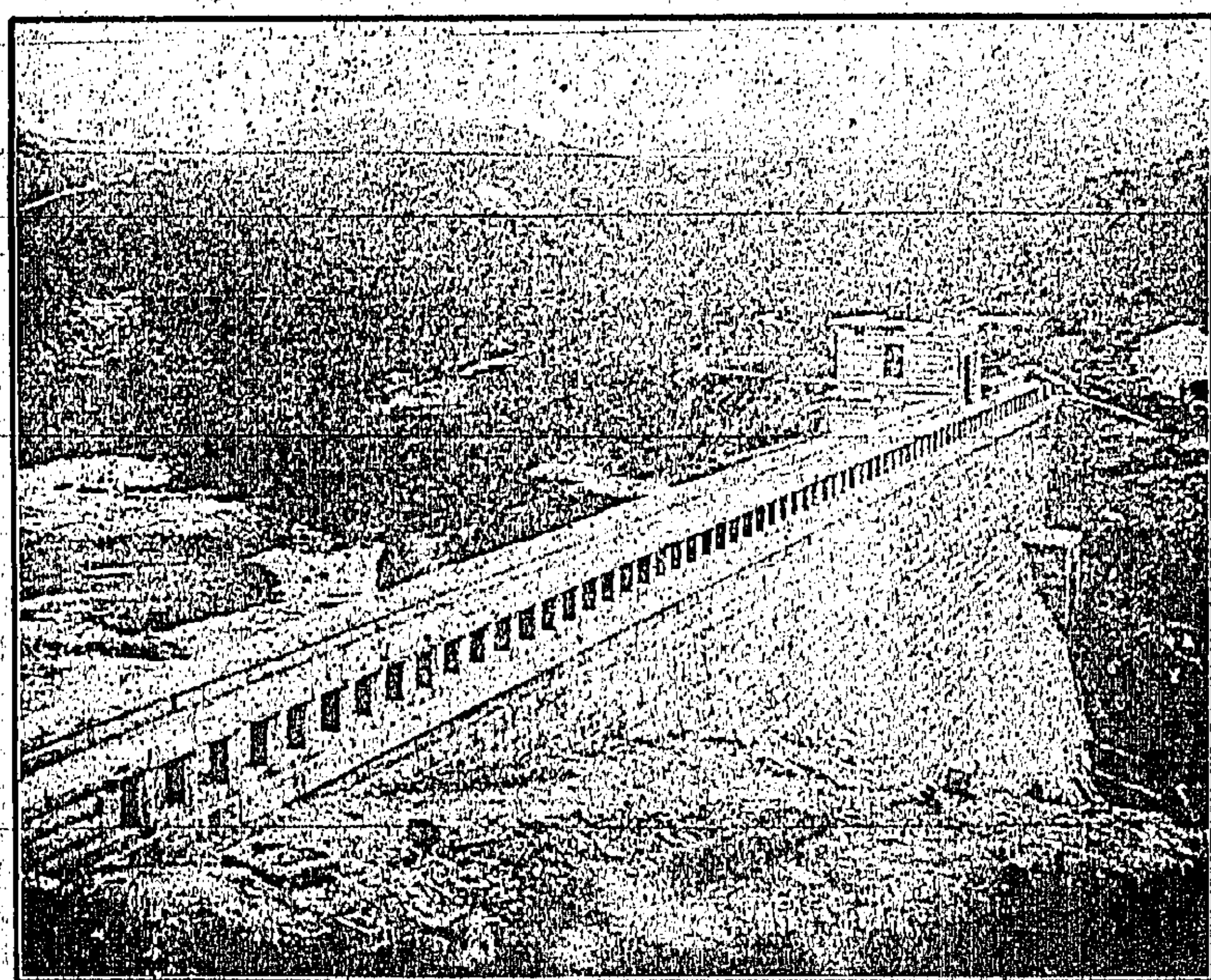
H.R.H. the Prince of Wales is here seen chatting with two of the patients of the National Hospital for Consumption, Ventnor, Isle of Wight.



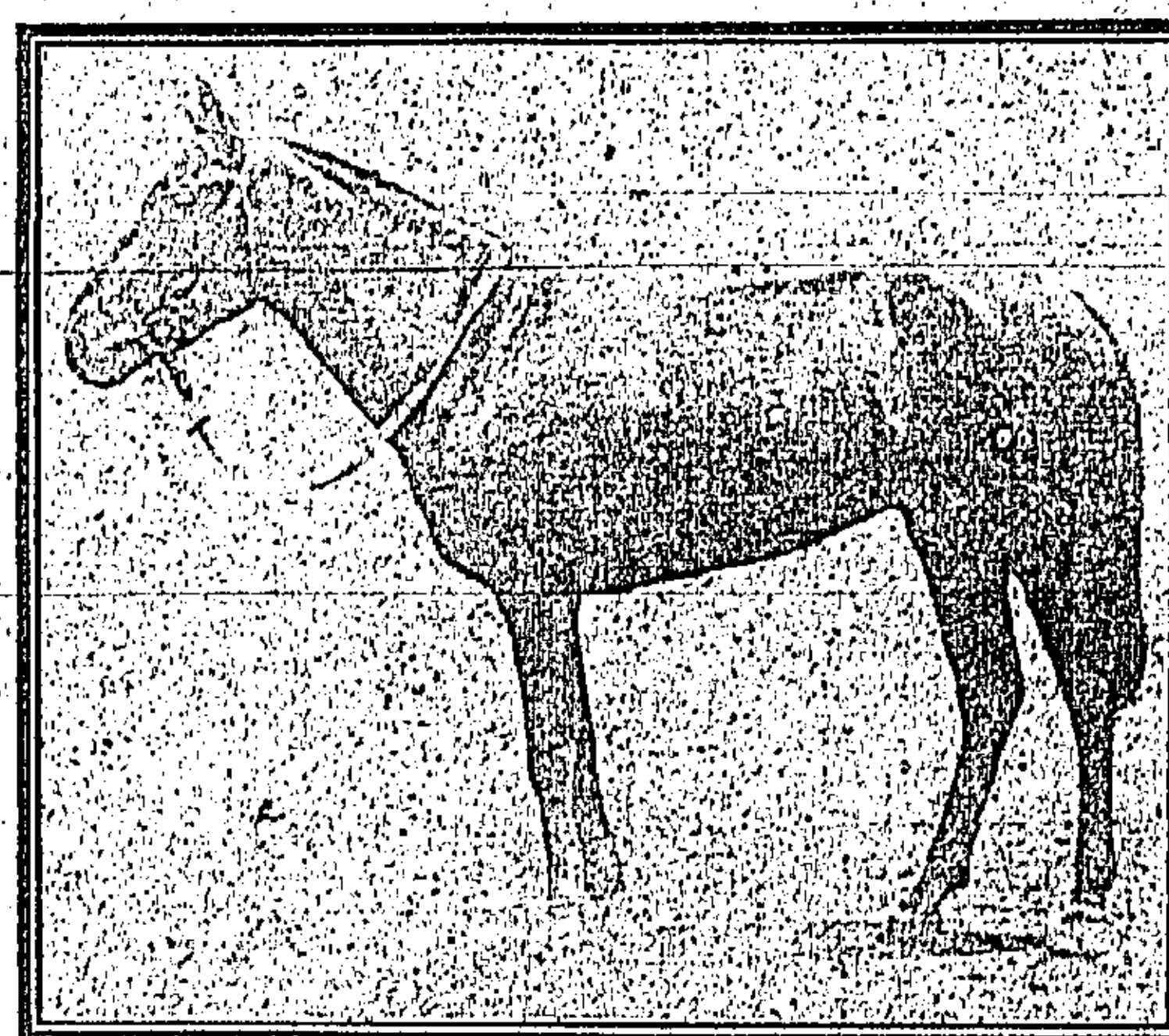
The Tug-of-War team of the 12th Heavy Battery, Royal Artillery. (Photo: A. Hing).



Above are shown the members of the cricket team of H. M. submarine L. 7. (Photo: A. Hing).



One of the new impounding dams in connection with the Shing Mun Valley waterworks scheme, constructed by Messrs. Trollope and Collis. (Photo: Mee Cheung).



Here is a new photograph of Reinforcement, Messrs. Edward Sheng and Co.'s winner of the First National Championship at Kiangwan. Mr. Sheng has presented cup for competition at Kiangwan by members of the International Polo Club, Shanghai. The cup, which is described as "about the size of a Socchow bath-tub," is donated in Reinforcement's honour.

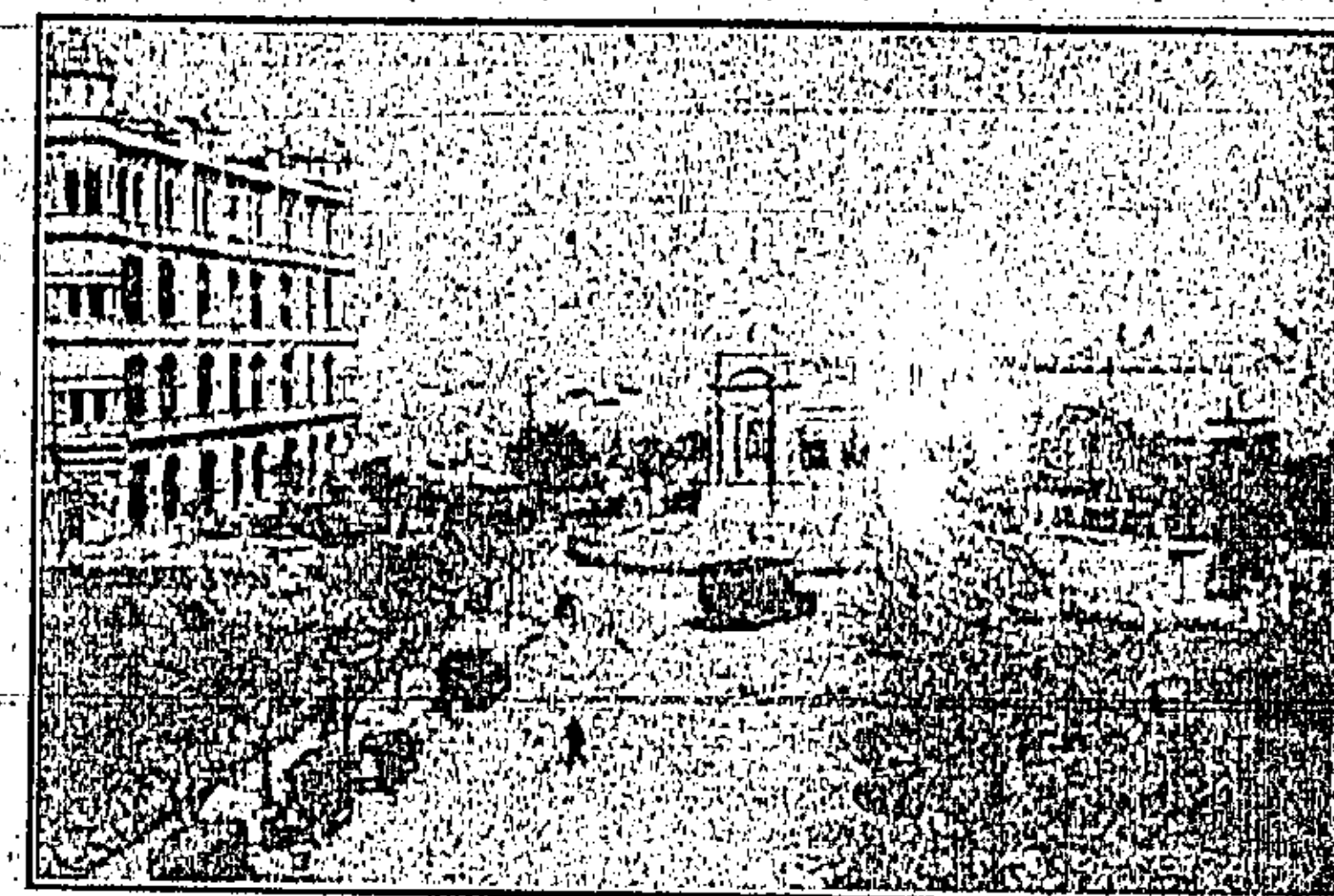
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Gloriously Clear Teeth

Why you may already have them—and yet not realize it

Make this unique test. Find out what beauty is beneath the dingy film that clouds your teeth

DO you seriously want dazzlingly clear teeth?—teeth that add immeasurably to your personality and attractiveness?

You can have them, if you wish. That's been proved times without number. But not by continuing with old methods of cleansing and of brushing.

How to gain them—quickly There's a film on your teeth. Run your tongue across your teeth and you can feel it. Beneath it are the pretty teeth you envy in others. Ordinary methods won't successfully remove it.

That is why this test is offered. For when you remove that film, you'll be surprised at what you find. You may actually have beautiful teeth already—and yet not realize it. Find out!

What that film is Most tooth troubles now are traced to film. It clings to teeth, gets into crevices and stays—Gorins by the millions breed in it. And they, with tartar, are the chief cause of pyorrhea and decay. That film, too, absorbs stains... stains from food, from smoking,

from various causes. And that is why your teeth look "off color."

New methods now remove it Old-time dentifrices could not successfully fight that film. So most people had dingy teeth. And tooth troubles increased alarmingly.

Now new methods have been found. And embodied in a new type tooth paste called Pepsodent. It acts to curdle the film, then harmlessly to remove it. No soap, no chalk; no harsh grit dangerous to enamel.

It proves the folly of ugly teeth. It gives better protection against pyorrhea, of tooth troubles—both in adults and in children.

Ten days' use will prove its benefits. And that 10 days is offered to you as a test. Why not make it then—have prettier teeth, whiter teeth? Send the coupon now.

Protect the Enamel

Pepsodent disinfects the film, then removes it with an agent far softer than enamel. Never use a film combantant which contains harsh grit.

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Based on modern research. Advised by leading dentists the world-over. You will see and feel immediate results.

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Give full address. Write plainly. Only one tube to a family.

BRITAIN'S AIR MIGHT.

THRILLING PAGEANTRY AT HENDON.

Britain's superb Air Force gave a magnificent display of its quality in the annual pageant at Hendon.

In the presence of our own King and Queen, the King and Queen of Spain, and the ex-King and Queen of Greece, the Royal Air Force made history.

They demonstrated how marvelous has been the progress in the science of aeroplane construction in the last year or two, and how wonderfully equipped men can exploit the achievements of the inventor.

There were evolutions a thousand feet up in the fleecy clouds, performed with the precision of a company of infantry in the barrack square or Jack Tars on a battleship.

It was a revelation to those who know little of the development of the incomparable British Air Force, and it thrilled 120,000 spectators as they had never been thrilled before.

The R.A.F.'s greeting to its Sovereign was profoundly stirring. Fifty-four planes in orderly array dipped gracefully before the royal dais in the centre of the vast enclosure.

How Their Majesties Were Greeted.

With the Royal visitors came the Duke of York and Prince and Princess Arthur of Connaught, several Indian rulers now in this country, and Prince Chichibu of Japan. There were present in reserved enclosures a large proportion of members of both Houses of Parliament, distinguished military generals and naval commanders, foreign diplomats, and heads of big engineering and construction firms. The general public, who regarded the pageant merely from the spectacular standpoint, must have numbered quite 100,000 in the enclosures alone, but many more thousands viewed it from neighbouring hills and the wide expanse of country surrounding the aerodrome. It can safely be recorded that nothing on such an imposing scale has been witnessed in any capital in the world. It was an unequalled display of intrepidity on the part of the pilots, and a triumph of aeronautical science. One marvel succeeded another throughout a long afternoon, and there was not the slightest mishap to mar an event which clearly established Britain's proved claim to be one of the leading Powers in the air. What stands out pre-eminently is the progress that has been made in flying formations, and the development of various new types of machines with the power to manoeuvre faultlessly and to attain enormous speed while climbing. The display was favoured with a taste of real summer weather, a brilliant sun and a cloudless sky, save for a few fleecy flecks which resembled tiny balls of smoke. The women folk, who came in glorious coloured frocks of Ascot flavour, had no chance of displaying their multi-hued parasols, the crowd behind, whose view would have been obstructed, being insistent in their demands that these should be closed the instant they were opened. It was shortly after three o'clock when a round of hearty cheering signalled the arrival of the Royal Party.

The King and Queen, with the King and Queen of Spain, entered the aerodrome at its northern extremity in a motor-car, and made a complete tour in front of the various enclosures. The Air Force Band played the National Anthem, and the huge throng of spectators cheered the King and Queen and their guests with enthusiasm. The Countess of Minto, Viscount Gage, Admiral Campbell, and Lord Claud N. Hamilton were in attendance on their Majesties. The Duke of York was present in his capacity as an officer of the Royal Air Force, and received the King and Queen. Their Majesties at once took their seats in the royal enclosure, and 54 machines, flying in perfect formation, gave the royal aerial salute. The planes came round the edge of the aerodrome, and as they passed the royal box they dived and dipped gracefully one after the other, and then climbed away into the air again, to carry out a number of manoeuvres in which the King and Queen were keenly interested. Then came the parade of new and experimental types of machines, ranging from the formidable 700 horse power single-seater fighters with Rolls-Royce engines, to the grotesque-looking Cierva auto-gyro, with its overhead propellers, which can rise

and drop through the air practically vertically. There were sixteen types in all among which was the Pterodactyl, a tailless machine, controlled by means of large backward sweeping wings, which give it the appearance of an arrow head. A third mystery plane is the Hornbill, the most powerful single-seater fighting machine in the force. Its real powers have not yet been tested, but it has a 700 h.p. engine, and great things are expected of it. The Argosy, too, was a novelty. This craft has three engines, so that if one develops trouble, there are still two to carry on. This style of plane will be used on the new aircraft line from Egypt to India. Several of the single-seater fighters thrilled the spectators by

Looping the Loop Time After Time.

the machines twisting and whirling as the sun picked out their silver lines with the utmost clearness. Their Majesties watched the evolutions with evident interest, and commented to those around, including Sir Samuel Hoare, the Air Minister, upon the marvellous control which the pilots exercised. A thrilling event which fascinated everyone was a low bombing test for a challenge cup presented by Capt. F. G. Guest, D.S.O. The bombing was carried out by a number of fast-moving machines which swooped on to a moving tank upon which they dropped bombs from a height of 50 feet. The crowd was also fascinated by a squadron of fighting machines receiving the alarm of an approaching attack from the air, and then taking off in formation and following the enemy by the aid of instructions communicated to them from the ground by radio-telephony. As the set piece in the afternoon, bombers and fighting planes attacked an enemy aerodrome with machine-gun fire and bombs, the enemy station being completely destroyed amidst thick clouds of smoke and loud explosions. The following were presented to His Majesty during the afternoon: From the French Air Mission, General Nissell, Rear-Admiral Frochet, Colonel de Crozals, Captain Beaune, Commander Sable, and Lieut. Dominge; Major W. A. Wuori, Chief of the Finnish Air Force; Wing-Commander H. M. Cave-Brown-Cave, Captain F. T. Courtney, and Senor Don Juan de la Cierva, the inventor of the Auto-gyro aeroplane. Flying Officer A. M. Glover was also presented to the King of Spain with Senor Cierva. The four machines which made the flight to the Cape flew over the aerodrome, and, having circled, they landed, the pilots being presented to the King. A popular win was registered in the race on Bristol fighters, open to officers from centres for the training of reserve pilots. The first man, home was no less a person than Flight-Lieut. W. W. Wakefield, more familiarly known as "Wakers," captain of the English Rugby XV, representing a London centre. Flying Officer R. C. Berlyn (Coventry) was second and Flying Officer S. C. O'Grady (Glasgow) third. Thirty-six day bombers, piloted by the Netherlands, Andover, Spittlegate and Eastchurch squadrons, gave an exhibition of formation flying. Before the afternoon programme was entered upon four squadrons of bombers took off on a reliability flight of approximately 450 miles.

Windmill Plane.

When the Auto-gyro took the air there was seen a veritable revolution in flying. The machine rose sedately, and its four horizontal wing sections placed over the fuselage could be seen revolving comparatively slowly, while the front propeller went at full tilt. Never going above a couple of hundred feet up, the Autogyro travelled slowly round the aerodrome, pausing from time to time to demonstrate its ability to descend vertically and slowly. Flying Officer F. T. Courtney was the pilot. The concluding event of the programme was a competition open to instructors from the Flying Training School and the School of Technical Training (apprentices). Pilots, who took off at the judges' instruction, climbed to fifteen hundred feet and executed one loop, one half roll, and three turns of a spin. They were not permitted to use their engines after closing the throttle for the commencement of the spin, and they had to land on an indicated mark. Marks were allotted for accuracy of flying and distances from the mark at which the machine came to rest. The Central Flying School, Upavon, secured the Duke of

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Established 1899.

York's cup with 88 points out of a possible one hundred. The second was No. 1 Flying Training School, Netheravon, with 86 points, and the third No. 2 Flying Training School, Digby, with 83 points. The display will materially assist the Royal Air Force Memorial Fund, which has been established for the benefit of the dependents of officers and men who were killed in the war.

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

(Battery Path.)

Official Photographers to the "H. K. Telegraph"



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FOR SATISFACTION
ENDS HERE

SMOKE
CAPSTAN
Easily the Most Popular Cigarette

W.D. & H.O. WILLS
Bristol & London

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

"DEAD" WOMAN CASE.**INSURANCE FRAUD CHARGES.**

Mrs. Susannah Hughes Bevan (52), a cook, again appeared at Bow Street Police Court, London, before Mr. Graham Campbell, charged with having conspired with David Malwyn Hughes Bevan and others, to obtain £2881, 13s. 6d. by false pretence from the Prudential Assurance Co. (Ltd.). She was also charged with, between June 29, 1922, and February 12, 1923, unlawfully manufacturing false evidence for the purpose of misleading a judicial tribunal, and also with obtaining money by false pretences.

Mrs. Bevan was brought from New Zealand to answer the charge, it being alleged that, following the legal presumption by the High Court of her death by drowning at Ilfrcombe four years ago, the Prudential Assurance Co., as the result of fraud and conspiracy to which the prisoner was a party, paid out the £2881 in respect of her death.

Mr. Gerald Dodson, prosecuted for the Prudential Assurance Co., and Mr. Edgar Smith appeared for the accused.

At the previous hearing Mr. Gerald Dodson stated that accused had pretended to be dead, and had succeeded in the difficult task of sustaining that rate for something like four years.

Known as Trixie Finch.

The first witness yesterday was Mrs. Kathleen Francis Thorp, of The Elms, Boreham Wood, Herts, who said that the accused was employed by her as a cook from October 1924 to February 9, 1925. When she left she said she intended to go to New Zealand. Witness knew her as Trixie Finch.

Mr. Dodson—Did she ever tell you at all as to her financial standing?—Nothing to do with herself. She spoke of the financial worries of a woman friend living in Wales. She said the friend's mother was accidentally drowned, and she also spoke about the drowned woman having been insured. She also asked my advice as to whether the friend should go to a solicitor.

Did she say whether anybody had got the insurance money?—No. The insurance money had been held up, and she thought the solicitor was holding it up.

Witness had received a letter from the accused after she reached New Zealand.

Cross-examined by Mr. Edgar Smith, witness said that accused was an excellent maid, and that she was thoroughly sorry to part with her. She was also thoroughly honest.

Wished to go Abroad.

Miss Everil Vincent, carrying on business at 57 Edgware Road as the British Empire Bureau, said that she remembered defendant coming to her in the name of Trixie Finch. She said she wished to go abroad, and preferred Australia or New Zealand. Witness offered her a position as cook at Christ Church, New Zealand.

Daniel Morgan, of Bailey Street, Brynamwr, Brecknockshire, assistant superintendent there for the Prudential Assurance Company, said that Mrs. Bevan signed a proposal form on December 23, 1920, for a policy on her life of £2000. He believed she had another smaller policy with the Company. The premium was paid and the policy was issued.

Percy Grounds Austin, formerly principal clerk in the claims department of the Prudential Company, said that a policy for £2000 was issued to Susannah Bevan, dated December 31, 1920. In July 1922 application was made to the Company for payment of the money on the policy. Payment was made on that policy and on two smaller ones, amounting altogether to £2881 13s. 6d., to the executor of Susannah Bevan. The claim was made after the High Court had given leave to presume the death, and the money was paid on the production of a probate certificate.

Another £200 Policy.

Harold James Oake, a clerk, of the Eagle Star and British Dominions Insurance Company, said that in October 1921 they had a proposal from Susannah Bevan for a policy of £2000 on her life. The policy was issued later. A claim was subsequently made against the Company by the executors. The Company, however, refused to pay the claim, but he did not know their reason.

Leslie McIlintock, a clerk in Somerset House, produced the will of Susannah Bevan. He said that in it David Harries Bowen was appointed executor, and the will left her estate to her son, David Bevan.

HAIR AND AIR.**HOW THE UNBOBBED GIRL HELPS SCIENTISTS.**

Strands of a girl's hair from an unbobbed head are an important item in a delicate instrument for measuring the humidity of the air, which may be seen at the British Chemical Plant Exhibition. This is being held at the Central Hall in connection with the Chemical Industry Society Conference.

"Yes, blondes are preferred," an expert told a *Daily Chronicle* representative. "And they must be young, too. Girls between 20 and 25 with blonde hair are the ideal subjects, from which to obtain suitable strands for the hair hygroscope."

Sun-baked Londoners eagerly visited the cooling machines on view. One unpretentious plant cooled liquids from 2,000deg. Fahrenheit down to zero in a short space of time. Yet another reached -10deg. Near at hand were ice machines capable of turning out from 30 cwt. to 15 tons of ice each day.

An instrument capable of measuring the amount of water in samples of whisky was exhibited by Messrs. Negretti and Zambra. It may also be used to analyse the constituents of cocktails.

Mr. Dodson intimated to the Magistrate that he had only one more witness to call to complete the case.

The Magistrate said he would adjourn the case until July 24.



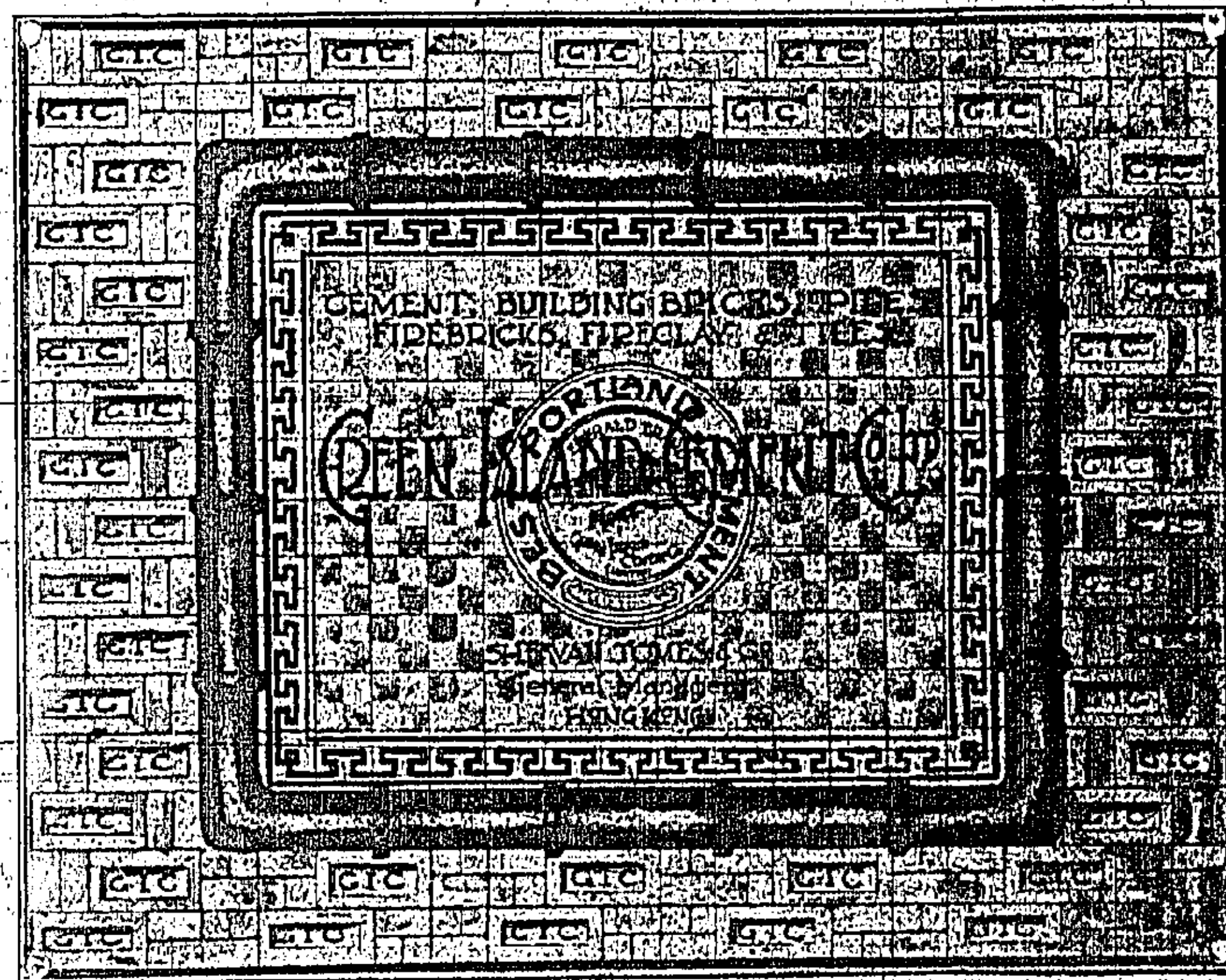
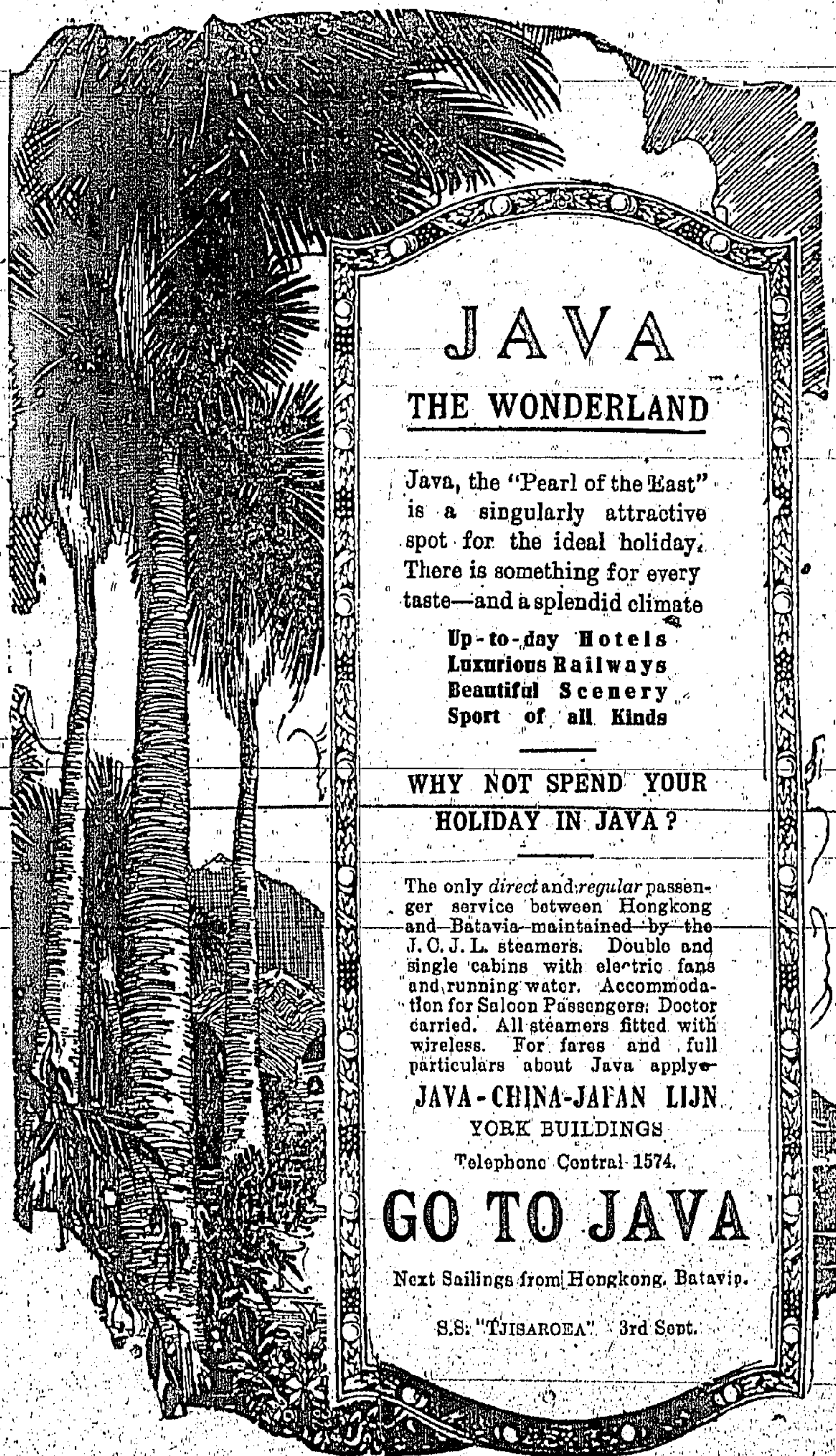
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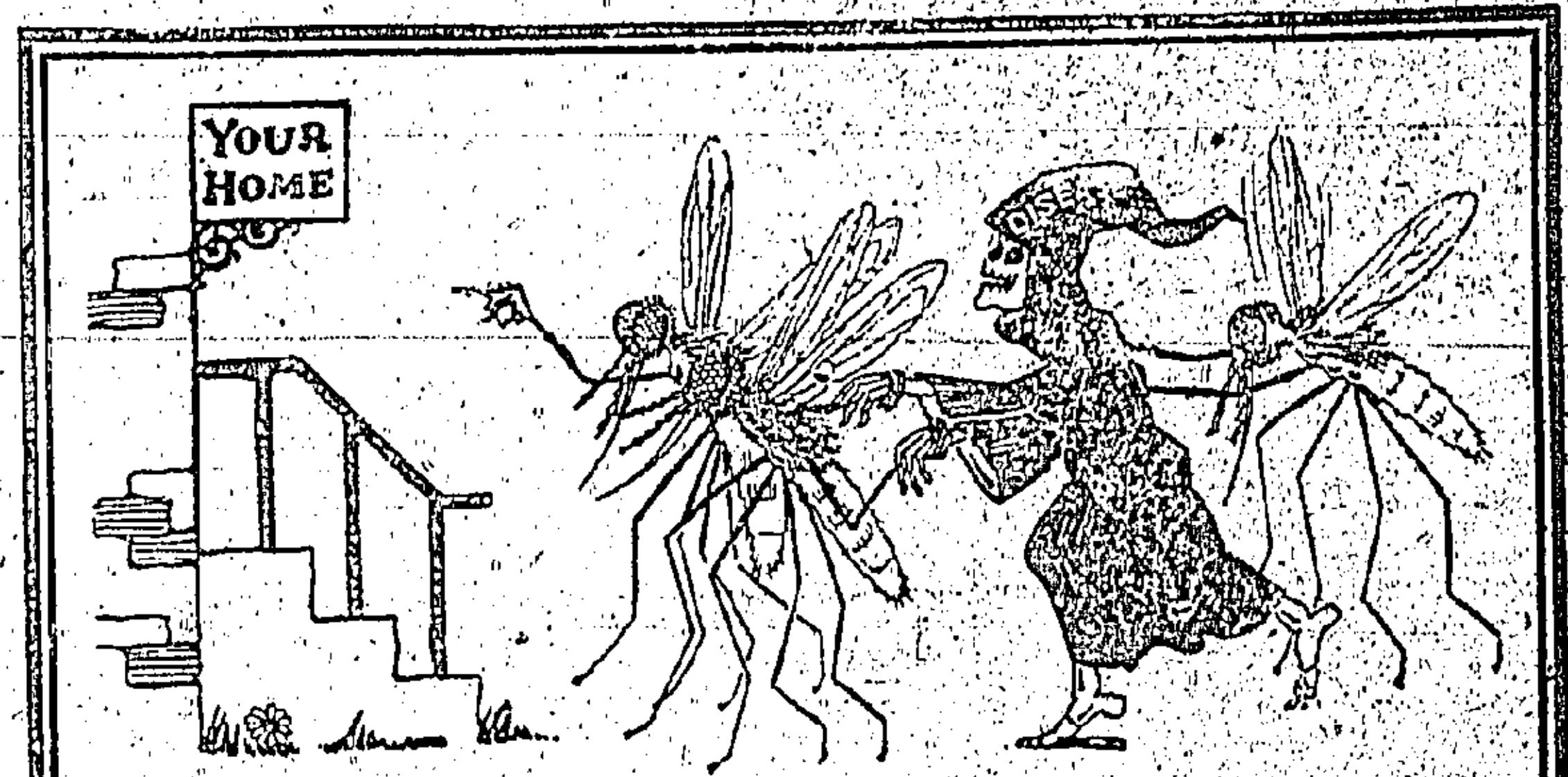
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YOUR HOME

Mosquitoes Bring Disease Into Your Home
Destroy the mosquito, the insidious enemy of man.

MOSQUITOES are more than pests. They are a menace to your loved ones. Mosquitoes carry malaria, and many other deadly fevers and diseases right into your home, direct to your body.

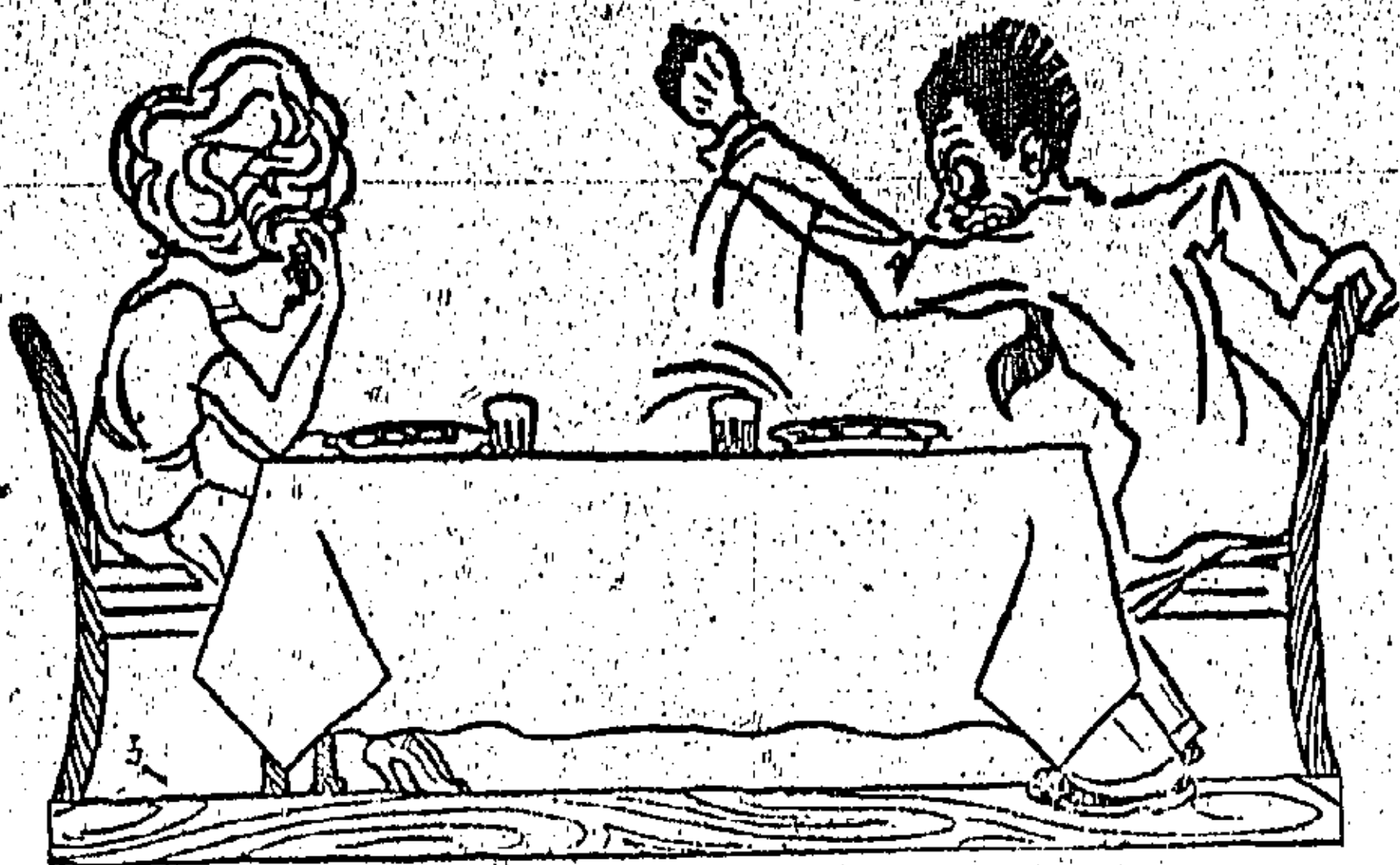
Flit spray clears the house in a few minutes of disease-bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

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DESTROYS
Flies, Mosquitoes, Moths, Ants, Bed Bugs, Fleas, Roaches
Bugs, Other Household Insects and Their Eggs
For best results use Flit hand sprayer.

Manufactured by: **STANDARD OIL CO. (New Jersey)**



There once was a lady who had
A husband who nearly went mad,
For the oven was old
The soup always cold
They've got Gas now,—And isn't he Glad!

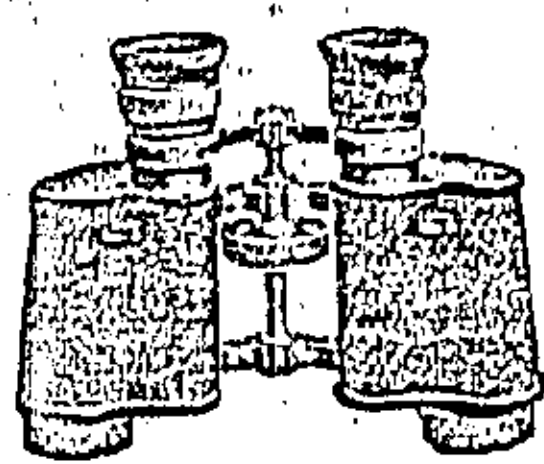
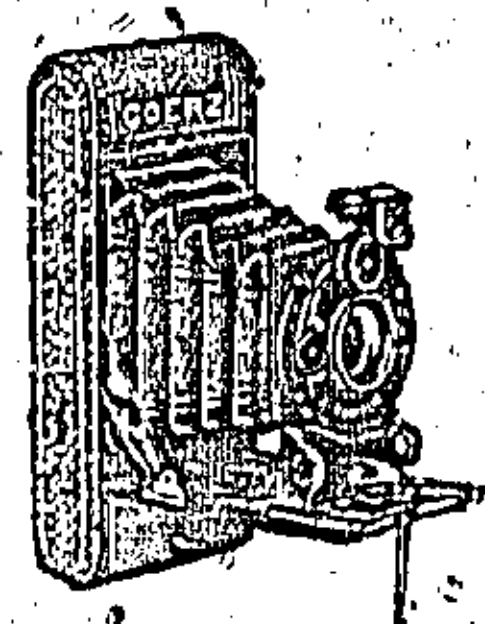
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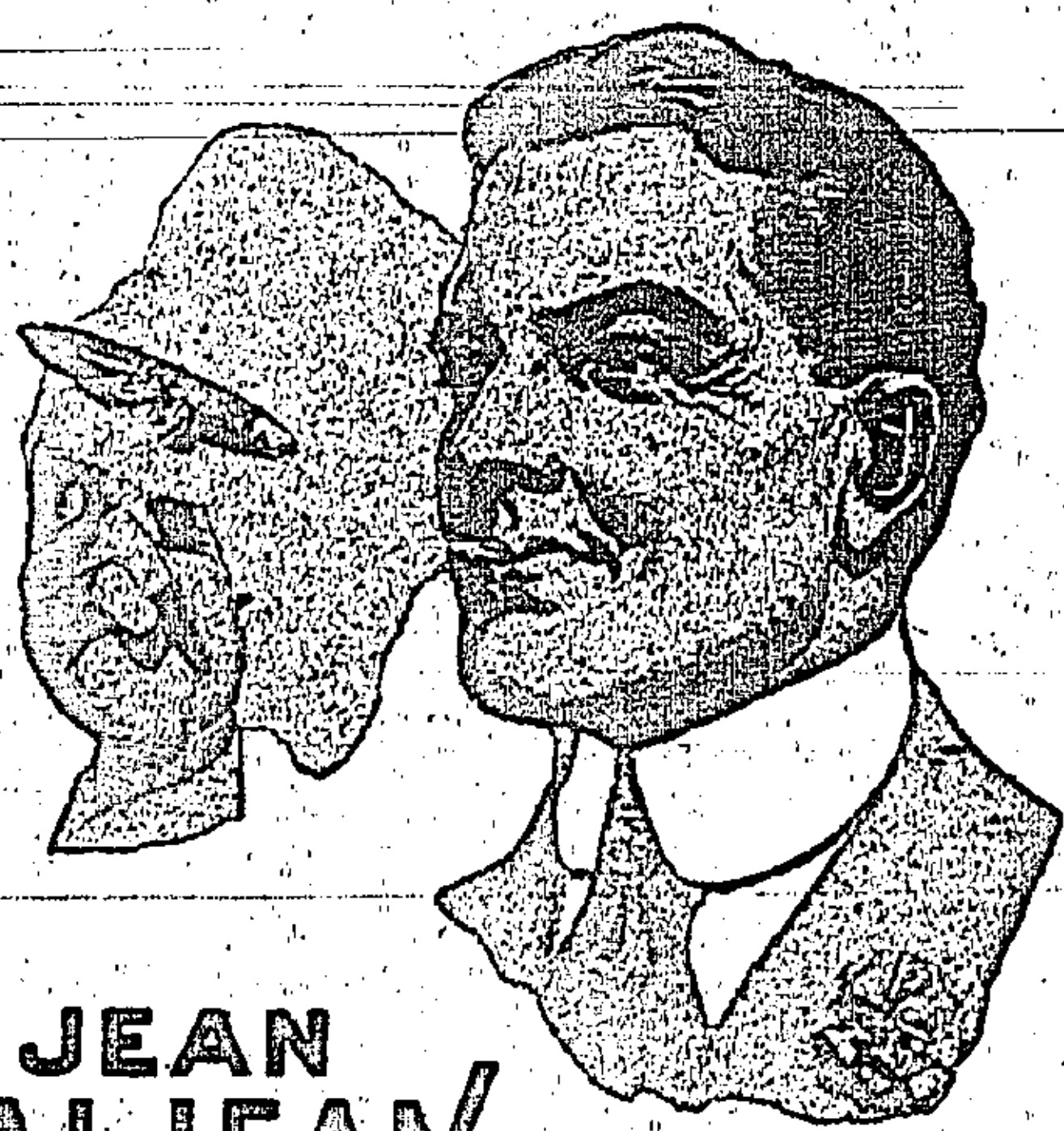


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TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

ROUND THE WORLD TRIPS.

GAZES OF ADVENTURE-SEEKERS.

Strange trips round the world are the latest craze of adventure-seekers. No fewer than a score of dare-devil globe-trotters are endeavouring to accomplish this feat and each is striving to set up a record in originality and achievement.

Half-way across the Pacific are a man and his wife who set out from Plymouth a few months ago in a small ketch scarcely bigger than a rowing boat; somewhere in the Sahara is a man on a bicycle who hopes to circle the earth and be back home again by a year next Christmas.

And dotted here and there across continents and oceans are other unorthodox globe-trotters, each satisfying his love of adventure in equally strange ways.

Some are singing their way round the world—carolling in foreign cities and queer out-of-the-way villages for a few shillings to carry them another stage of their hazardous journey—others are working their passages, doing an odd job here and there and setting off on their travels again the moment work begins to stale.

Of all the amazing adventurers none is more remarkable than a Scotsman, Robert McCrae, who is attempting the world trip on a pair of roller skates!

Starting out from London ten months ago, he has already crossed the borders of China. Up to date he has used ten pairs of skates. And he estimates that before his journey is ended he will require at least thirty pairs more!

A few years ago a world tour was looked upon as the particular pleasure of the well-to-do. For anyone to attempt it without all the resources of wealth at his disposal—a yacht, a fast motor car, or at least a railway ticket—was to run the risk of being thought a madman.

But to-day distance has lost much of its significance. Empty pockets are no bar to a modern globe-trotter providing his optimism is at par. And the man who has a stout pair of boots on his feet and a tongue in his head to ask the way need not bother himself about time-tables.

Strange Stunts.

Never before in history have so many queer attempts on the conquest of the globe been launched as have come to light this year.

Rowing boats and ketches that an ordinary man with reasonable care for his skin would not have used to cross the Channel have found plenty of adventurers who have not hesitated to head them across the Atlantic. Even a canoe has been used for the start of a world tour in one instance.

One of the most gallant world adventures of all began only a few days ago with the sailing from "Totnes-Devon" of the lifeboat Elizabeth and Blanche. For the next three years this tiny vessel, manned only by four men, will cruise round the world in order that her crew may test for themselves the conditions under which shipwrecked seamen can exist.

Altogether she will voyage something like 38,000 miles. No provisions other than "hard tack"—ship's biscuit, chocolate, condensed milk, and tinned meat and vegetables—have been taken aboard. There is no galley, but the crew will be able to prepare hot food and drink on a Primus stove.

There is nothing vainglorious about the voyage; it originated with the desire to ascertain the seaworthiness of a craft upon which the lives of ocean travellers may depend. Captain George Hitchons, who is in command, got his inspiration for the trip from the wonderful journey of 21 days made in two open boats by the survivors of the ill-fated *Travessa*.

Another ocean wanderer is Captain H. Pidgeon, who has just received the Blue Water Medal from the Cruising Club of America for the most remarkable achievement in deep-water navigation during the past five years.

Setting off alone, he sailed a 30-foot yawl round the world without a mishap. In fact, his most exciting adventure was when a woman came aboard at Natal and wished to share his cruise. But Captain Pidgeon politely declined her request, put her ashore, weighed anchor, and set sail.

Now he has just set off on another ocean tramp with only a few books for company.

Others in the Race.

While Englishmen are well to the front in the present fashion for crazy voyages, other countries are also catching the fever. Three Danes, including Captain Niels Ventegodt, are at present pulling a 25 ft. racing skiff up the coast of France on their way to India.

Another adventurous Dane was seen purring down Pall Mall on a little two-stroke a few days ago. He was on a world tour, and had already passed through eight countries, and had stuck their flags on his handlebars, pillion, and mudguards.

During the past four years no fewer than 25 globe-trotters have set out to walk round the world. One couple, Mr. and Mrs. Le Roux, the South African walkers who started out from South Africa in 1922 have now arrived in London.

All the necessary kit for the trip is packed on a wheelbarrow labelled "Canard Line"—all parts of the world. They have already traversed all South Africa, Portuguese East Africa, Egypt, Italy, Switzerland, France, Belgium, Holland, and part of England—a distance of 7,640 miles.

Still another couple who are embarking on the great adventure of a world tour are Mr. and Mrs. L. G. Murray, who claim to be England's tallest cyclists. They are looking for two partners to join them.

M. Gerbault, the lawn tennis player and navigator, who some time ago crossed the Atlantic from Gibraltar to New York alone in a small craft, is now considering another journey, this time leaving the States by the Atlantic and going through the Panama Canal.

Over 2,000 women have volunteered to make the trip with him. But the adventurer thinks that the trip holds quite enough risks as it is!

During his former voyage he encountered three hurricanes, during which mountainous seas almost engulfed his tiny vessel and wrecked much of her gear. Two-thirds of his supply of drinking water was spoiled, and he was forced to exist for a time on one cup of water a day.—Ex.

In answer to a protest from the City Council of Niagara Falls, where Sunday dancing is now permitted in one restaurant, the Attorney-General of Ontario, Mr. Nickle, states that "public dancing cannot be tolerated in a Canadian city on Sunday," and gives assurance that all such dances will be prohibited.

A FERRY DISASTER.

SCORES OF INDIANS DROWNED.

Noakhali, Bengal, Aug. 27.—A terrible disaster to a ferryboat occurred in the river Megna. It capsized and broke in half. Out of a hundred Indian passengers, only six have hitherto been reported as having survived.—*Reuter*.

A WISE PHYSICIAN

has said that to enjoy life to the fullest one should "trust in Providence and avoid constipation." As the simplest and best aid to the achievement of this simple philosophy Pinkettes are perfection. Mildly yet efficiently

Pinkettes

Pinkettes keep the system clean and wholesome, regulate the liver, banish bilious attacks and sick headaches clear the skin, purify the breath, relieve Piles. Of chemists, or post free, 60 cents the vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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ROBERTSON'S ASBESTOS
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BEAUTY PARLOR

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Hair Cutting and Marcel Waving a Speciality.

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Special Dinner

\$3.00 per cover.

MENU

- 1 Caviar en Canapes
- 2 Cream Soup Restaurant Parisien
- 3 Garoupa a la Mouniore
- 4 Bouchees a la Reine
- 5 Fillet of beef and cepes
- 6 Pate de foie gras in aspic
- 7 Roast Turkey and Marrouss
- 8 Iced Asparagus, Sauce Chantilly
- 9 Roast Potato
- 10 Peach Melba
- 11 Cheese
- 12 Fruit
- 13 Tea and Coffee

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FRECKLES AND HIS FRIENDS

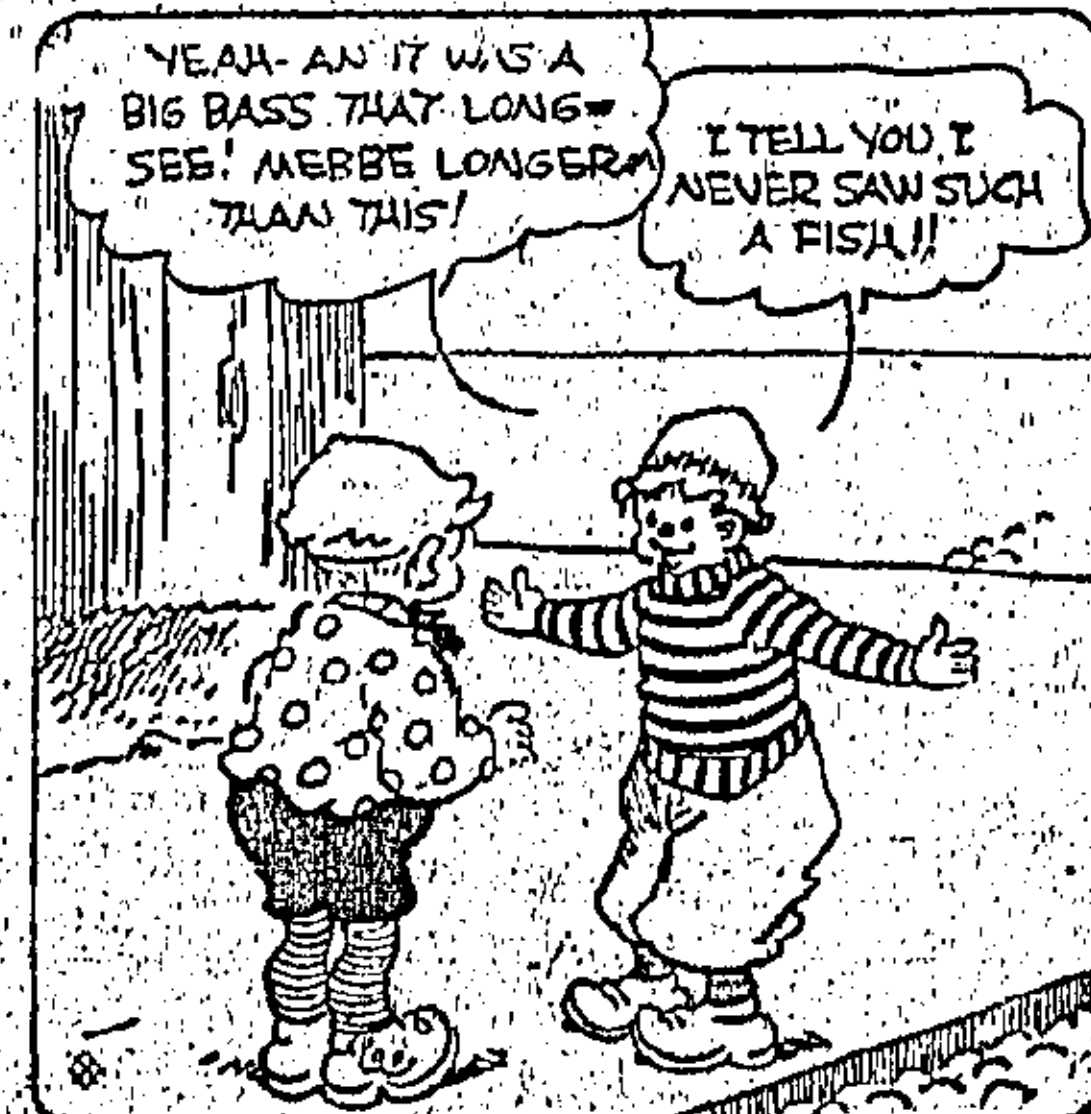
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The Telegraph

SATURDAY, AUGUST 28, 1926.

RAILWAY MATTERS.

The Kowloon-Canton Railway continues to be a drain upon the financial resources of the Colony, for the annual report just issued shows that outgoings exceeded income in 1925 to the tune of nearly a lakh of dollars. The chief reason given in the report for this unhappy state of affairs is the unrest in Kwantung Province, which caused the suspension of traffic throughout considerable periods. Even when it was possible to resume, the passenger rolling stock on the Chinese section was found to be in such a bad state of repair that it was considered inadvisable to allow it to run over the British section, as had been done in the past.

Indeed, from all that we hear, there is evidence all through the Chinese section of complete disorganisation. Not only has the little rolling stock which is left been allowed to deteriorate in an altogether shocking manner, but the line itself is in a bad way.

If the state of the rolling stock and permanent way of the Chinese section and the suspension of through and sectional traffic only concerned Canton, there need be little said, but the actual fact is that this Colony has a very vital and direct interest in the matter. What is more, we have certain well-defined rights, set out fully in the agreement for the working of the two sections. Under that agreement, the Chinese section is required to provide certain stipulated quantities of rolling stock, and to maintain its road and works in an efficient condition. Certain penalties are laid down in the event of non-compliance with the conditions, whether by one side or the other. In particular, it is provided that compensation, on a stated basis, shall be paid when through traffic is suspended.

About a year ago, it was reported that the claims of the British section against the Chinese section in respect of suspension of traffic, hire of rolling stock and demurrage stood at \$473,000. That figure has since been greatly increased, for the latest report shows that at the end of last year it had reached no less a sum than \$716,547. No mention is, however, made of any action being taken to secure payment of this debt, which is periodically increased as the railway service becomes interrupted.

It seems to us that the time has come when the Government should

take the public fully into its confidence on this matter. Hongkong has, throughout the existence of the railway, more than done its part in fulfilling the terms of the agreement. Canton has been almost continually defaulting; and we have to bear the burden. After all, an agreement is an agreement, a fact of which Hongkong would no doubt be sharply reminded if she happened to be in default. Is it reasonable to expect that this Colony should put up with these continually recurring suspensions of traffic, which greatly interfere with revenue, and merely make a paper entry of Canton's indebtedness? Surely something more than that is called for. This matter is one of much importance, from many angles, and we hope that one of our Unofficial members will soon take the opportunity of asking for a Government statement on the whole subject.

The Education Report.

The report of the Director of Education for the year 1925 is much more eloquent in its omissions than in its contents, the "sketchy" manner in which the subject of education in Hongkong in 1925 is dealt with being obvious and studied. There is a drop of \$30,000 in school fees and there is an increase of \$86,000 in expenditure (not including expenditure on buildings or furniture), which is a condition hard to understand until one reads that "the increase is mainly due to an increase of \$36,500 in Personal Emoluments caused by the employment of more staff in the first half year." That more staff should be needed for fewer pupils is, either a sad commentary on the previous shortage or a sign of excess now. The Director carefully steers clear of expressing any opinion on any phase of local education in any part of his report, which is merely a recital of happenings and statistics. We ought to have had something a little broader based. In the report on Vernacular Schools (signed by Mr. Y. P. Law) a considerable falling off in the number of scholars is shown, although there were actually more subsidised schools. It is stated that all schools were visited at least twice during the year, but we would have liked to ask whether any of these vernacular schools have been inspected by a European inspector since Mr. A. R. Cavalier left on leave in March last year—18 months ago. Mr. Law was formerly Vernacular Inspector for the New Territories only, but he has been Inspector of Vernacular Schools for the whole Colony ever since. We do not doubt for one moment that Mr. Law is in every way competent and worthy to fill the post, but we do suggest that it is more than Mr. Law or any other man can do to inspect and keep a gulling eye on all the vernacular schools of the Colony, even with his assistants. And further, we maintain that in the general interests it is desirable that a British official should pay visits of inspection to the vernacular schools of this Colony.

GERMANY & LEAGUE.

NATIONAL PARTY'S ATTITUDE.

Berlin, Aug. 27.—It was disclosed at yesterday's meeting of the Foreign Affairs Committee that members of the German National Party voted in favour of a Communist motion demanding the withdrawal of Germany's application to enter the League.

The National Party to-day refused to permit its member, Herr Hoetzsch, to join the German delegation to Geneva, although the Government asked him. This refusal is based on the uncertainty of the present political situation, particularly in view of disarmament problems and the unclear position which the Party representatives would hold at Geneva regarding their freedom of action and influence.—*Reuter.*

SPAIN'S DICTATOR.

DISMISSAL REPORTS DISCREDITED.

Gibraltar, August 27.—The report that the dismissal of General Primo de Rivera is discredited.—*Reuter.*

DAY BY DAY.

SUCH HELP AS WE CAN GIVE TO EACH OTHER IN THIS WORLD IS A DEBT TO EACH OTHER.—*Rushin.*

The Gazette contains regulations respecting foreign orders and medals.

It is notified that the name of the Tai Ping Steamship Company, Limited, has been struck off the Register.

Whiteaway, Laidlaw and Co. are advertising the last week of their sale to commence on the 30th August, 1926. They offer many genuine bargains.

Meeting of the creditors of the Hongkong Development Building & Savings Society Limited, is to be held at the City Hall, on Friday, September 3rd, at 3 o'clock in the afternoon.

Notice is given that the Superintendent of Customs and the Representative of the Foreign Consular Body have declared the port of Wuchow to be infected with cholera.

The motor ship Taiwan, of the Norwegian Africa and Australia Line, left Antwerp on 16th inst. with cargo from Norway via ports and is expected to arrive here about 20th September.

Mr. J. Wilson Theobald has retired from the board of the Central Argentine Railway, and Mr. Walter Kennedy Whigham of Messrs. Robert Fleming and Co. has been elected a director to fill the vacancy.

The proceeds of the Bridge Drive held recently at the Peak Club, including the raffle for a tea cloth, amounted to \$682. The number of the winning ticket in the raffle was 81. Proceeds go to the M.C.L., the Peak Branch being responsible for the Drive.

The engagement of Mr. William W. L. Ma, of 3 Kennedy Road, to Miss Ruby Jackson, of Nam Koo Terrace, Wanchai, is announced. Mr. Ma, who has been in charge of the London Office of the Sincere Co., Ltd., returned to Hongkong only recently.

Passengers leaving by the s.s. *Andra* for Manila and Australia yesterday included Mr. R. S. Moore, Mrs. J. W. Darby, Mrs. W. Austin, Mr. J. H. Simpson, Mr. C. E. Egan, Mr. R. Adamson, Mr. M. D. Pascoe, Miss A. Erni, Mr. R. H. Skelton, Mr. M. C. Mata, Miss K. McConnel, Mr. R. T. Matheson and Mr. and Mrs. T. J. Neizer.

CORRESPONDENCE.

THE BATHING QUESTION.

[To the Editor of the *Hongkong Telegraph*.]

Sir—As another resident who sent a suggestion to the Bathing Beaches Committee, I should like to protest against the unenterprising report of that Committee.

The recommendation that structures be erected containing 16 cubicles is absolutely absurd, and fails in any way solve the question. Not only that, but the Committee actually advise that no more mats be erected at the only beach which is popular on account of the motor service which serves it.

As already pointed out in your correspondence column, it is admitted by the Committee that people desire to spend the whole day on the beach, and yet the only facility suggested is a cubicle. Would such a suggestion have been made if those who made it had been thinking of their own bathing?

Further, it is suggested that various facilities be provided at Castle Peak, but that no provision be made for the public! Comment is superfluous.

Surely the Government will not allow the question to be shelved on account of the failure of the Committee to appreciate the urgent importance of the question upon which they were called upon to report. Something must be done to ensure proper and modern bathing facilities, and if the Government hasn't the enterprise, surely they will allow private concern to take the matter up.—*T. M. R.*

Hongkong, Aug. 27th 1926.

MIXED GRILL
A Merry Miscellany
Ashley Sterne

I have just finished reading an account of a new super-aeroplane, for which it is claimed that it can maintain a speed of over 200 miles an hour for 48 hours on end. Should this ever become a commercial fact, it will certainly revolutionise all our notions of week-end holidays. Do you realize, my hearties, that you will be able to leave your office in any London at the usual hour of 5 a.m. on Friday, and have lunch on Saturday in Pernambuco, Brazil? Do you realize that you can breakfast on Saturday in London, and eat your dinner the same evening in Timbuktou, or, alternatively, if London should be in the throes of an unendurable heat-wave, you could quit at 8 a.m. and have your afternoon tea on a nice cool iceberg in Reykjavik? Similarly, you could spend your fortnight's summer holiday in circumnavigating the globe and still put in a couple of days at dear old Blackpool.

Immanuel Kant, some century and a half ago, excited much ribald laughter by arguing that time and space did not exist; yet in view of the fact that the aeroplane is gradually eliminating all our old ideas of hourage and mileage, I dare swear that many of Kant's scoffers have ere now penitently turned in their graves, and are now laughing the other side of their faces.

A dietetist recommends water-cress as a stimulant for a sluggish liver. And so at last (as Swinburne so very nearly remarked)—

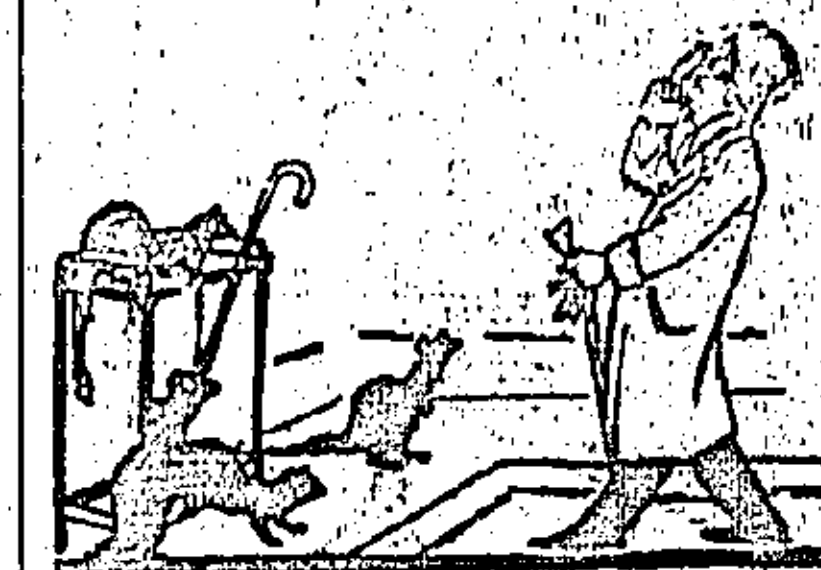
"Even the weariest liver
Finds something safe for tea."

HOME AND COLONIAL NEWS.

[Kindly contributed by the head butter-taster to the Home and Colonial Stores, Ltd.]

A sawdust sorter of Hauraki (N.Z.) was about to lick the flap of an envelope when he broke a boot-lace in three places. This was all the more extraordinary as he has an aunt living in Billerica. Thieves broke open an offertory-box in the lobby of an Aberdeen church, and got clean away with 147 shirt-buttons and 29 aspirin tablets.

An Indian ink-blender of Bombay, on returning home after



a Masonic banquet, found his umbrella-stand full of ichneumonids. He simply didn't believe it.

Mrs. Hephzibah Poole, an inmate of Llanwypollwch Workhouse, will celebrate her 100th birthday on 17th October, 1868. She has a glass eye, and a canary that sings bass. She attributes her possible longevity to swallowing a box of dominoes when a baby.

A retired philatelist named Goopie, of Sydney (N.S.W.), has been found sitting on a laundry cart reciting the twice-times table in Attic Greek. He was removed at once to the infirmary, where he was thought to be a Swendenborgian.

A Hongkong harp-tuner's assistant has invented a new method of falling off a ladder. He is at present engaged in converting it into a musical comedy.

"We ought certainly to have a Temple of Art," says a well-known dramatic critic, "dedicated to the old comedy-drama." Quite so. I have always advocated the same.

The Unopposed Bills Committee of the House of Commons (Mr. J. F. Hope presiding) passed for a third reading the Mexborough and Swinton Tramways Bill to enable the company promoting the Bill to run trolley vehicles on additional routes in the West Riding of Yorkshire.

Mr. Alfred Stephen Moore, 66, for many years manager of Messrs. W. H. Smith and Son's bookstalls, Waterloo Station, died suddenly on an omnibus outside the station. He was to have retired from business that day.

ishment of a Charley's Aunt Memorial Theatre.

A Chicago bride who recently married a greengrocer (I read), carried a basket of fruit—"the gift of the bridegroom"—instead of the more conventional bouquet. Let me develop the idea.

"Pray, love, accept this basketful of meat, And bear it with you to thy hymeneal shrine, That it may serve to show you, O my sweet, My love is yours, even as yours is mine."

"See, lying on a bed of Daily Mails, Some calves' feet and a freshly killed sheep's heart, Encircled with some nice long ox's tails—

Emblems are all of Cupid's gentle dart.

"Love's age-long tale the tails of ox denote; While heart and calves' feet tell you that the whole Of life to you hereafter I'll devote, For yours my very heart, my very soul!"

STERNE'S HOLIDAY GUYED.

Billinghampton.—Ten hours from London by the Southern Railway, or three by bath chairs. Situated in the muddest part of the Thames Estuary, its breezes are famous for their intoxicating, aromatic odour. The foreshore is



a well-known hunting-ground for collectors of old boots and shattered crockery. The town itself is small, consisting of a coastguard's cottage, a pigsty, a zinc bicycle shed, and an abandoned gravel-pit. Though nominally a seaside resort it is only fair to mention that at low tide Billinghampton is several miles inland. The chief attraction of the place is the ease with which the visitor can get away from it, the neighbourhood abounding in lovely walks, notably the favourite "Lovers' Walk"—a four-mile trek over the salt marshes to the nearest pub, "The Goose and Gimlet." Another is "Staggerers' Stroll"—a journey of similar length from the "Goose and Gimlet" back to Billinghampton. Free illustrated booklet containing fuller particulars may be inquired for, but not obtained, from the Town Clerk.

A lamentable disappointment of the Goyard Garden Opera Season has been the non-production of Mr. Orville Buncombe's new opera, "The Pickled Gherkin," the libretto of which is founded on the article "Gherkin" in the Encyclopaedia Britannica. Mr. Buncombe's score is said by competent critics to embrace all that is best in modern music, including total incomprehensibility and perpetual cacophony. The instrumentation abounds in novel effects. I am told, as for instance, when the trombones play with the bells of their instruments submerged in a bucket of gravy; and again when the tympanist is required to whack his drums with a sack pudding wrapped up in a golf stocking. The chief difficulty in the way of its production, I understand, lay in the music of the principal soprano role, which was so high that the artiste engaged to sing it complained that her top notes were covered with perpetual snow.

Alfred Littleboy, a Hammer-smith boy who stopped two runaway horses recently was presented with a watch from the Carnegie Hero Fund, a special certificate from the Order of St. John for Jerusalem, and a chain from the local police, at the St. Paul's School, Hammer-smith Broadway.

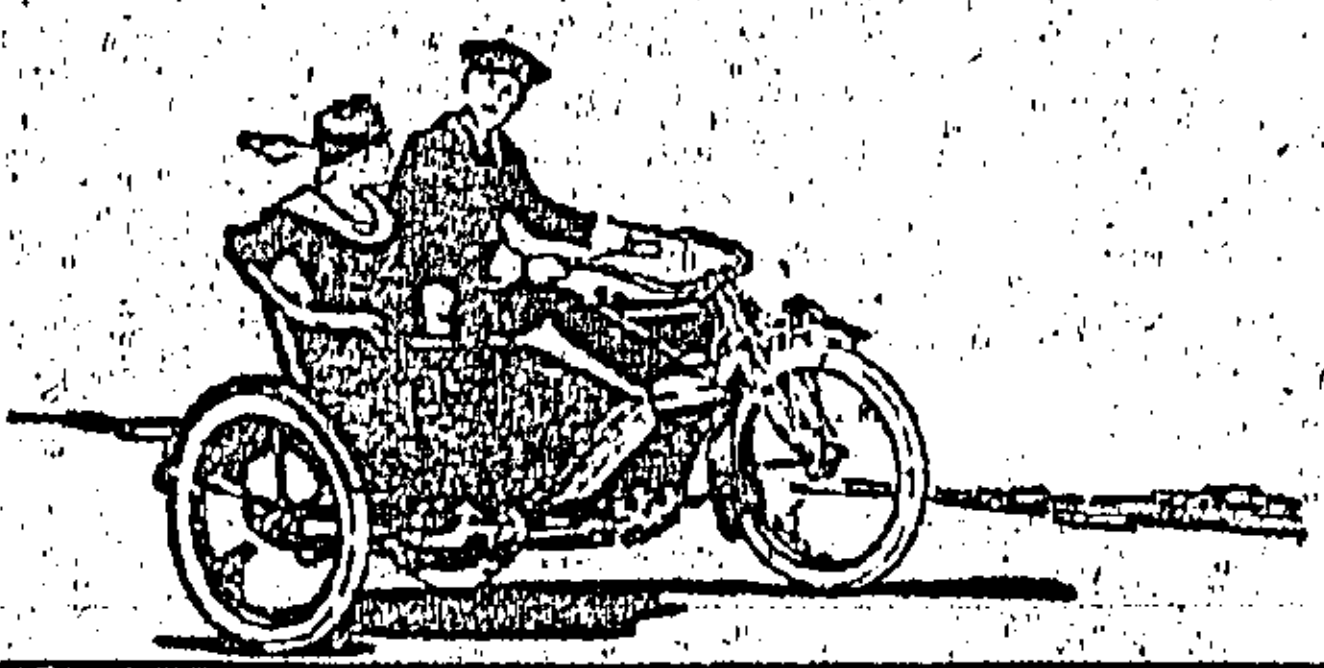
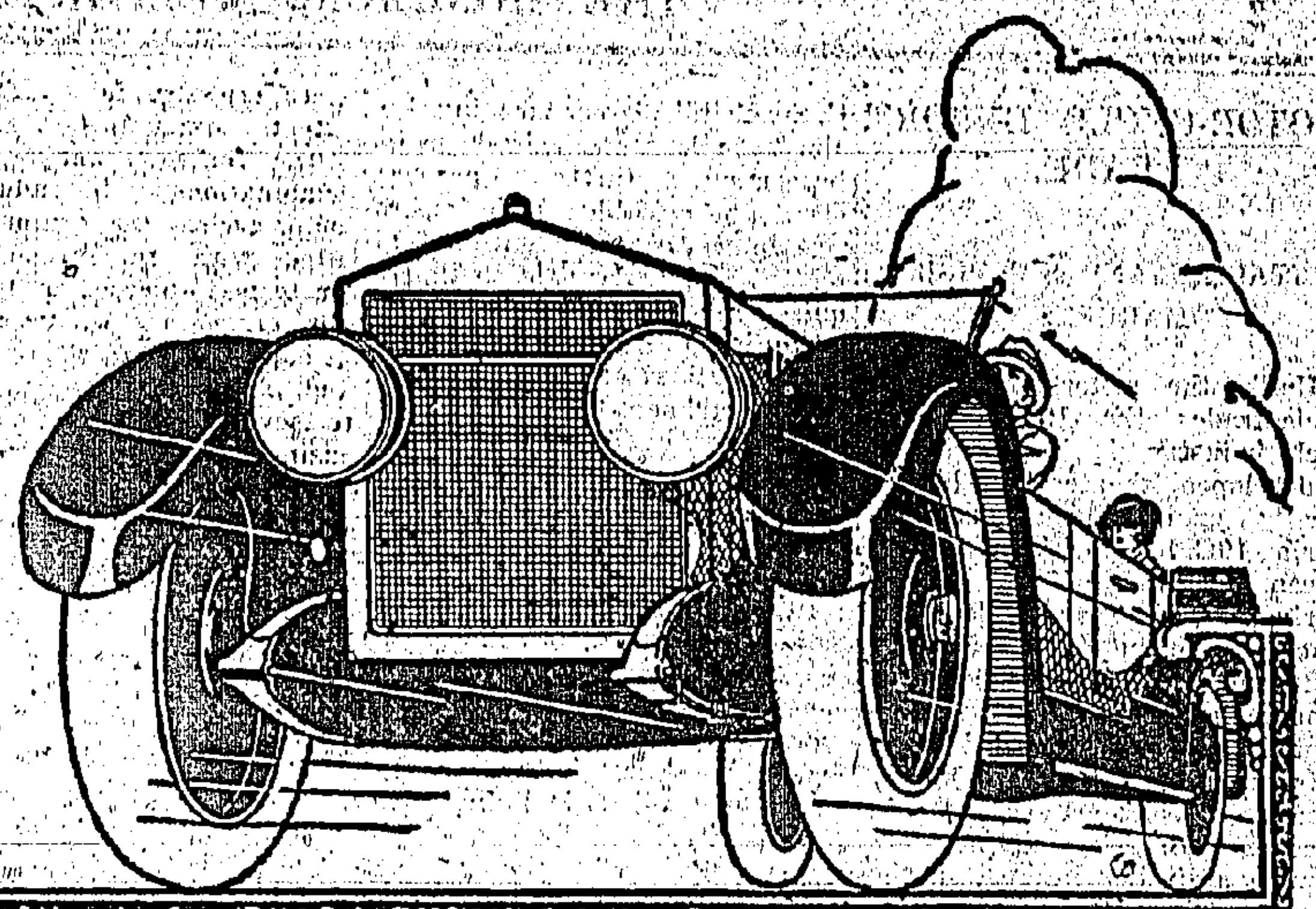
Farmouth Port and Haven Commissioners, who are jointly concerned with the Corporation, accepted the tender of Sir William Arrol and Co., Limited, Glasgow, at £102,000 for the reconstruction of the Haven Bridge.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 28th. AUGUST, 1926.

(Being the Official Organ of the Hongkong Automobile Association)



CURRENT COMMENT

Engaging Drivers.

During the short time that the Drivers' Registration Bureau has been opened by the Hongkong Automobile Association, over fifty applicants have been accepted for registration. The response from owners themselves has not been very encouraging, but no doubt members will take advantage of the Bureau when drivers are required. It should be emphasised that every man who has registered is fully qualified, both his ability and character being vouched for by the Traffic Department.

Chinese Members.

A number of the drivers awaiting employment speak only the Chinese language, and the members of the Association should therefore make a point of engaging new drivers through the bureau which studies the interests of both employers and employees.

Trade Drivers.

The point has arisen that in the case of a firm employing drivers for lorries or other trade vehicles, will the Bureau place its services at the disposal of such firms, who, as firms, are not entitled to membership? We think the matter might be settled by the Bureau making a nominal charge in such instances. This would certainly be in the interest of the drivers themselves, and would undoubtedly save worry to the firms needing drivers.

Driving Tests.

Insofar as a would-be motor driver in Hongkong has to undergo a test before he gets a licence issued to him, we are further advanced here than they are at home, where anyone, on payment of the requisite fee, can obtain a licence. Here it is first of all necessary to obtain a learner's licence and there is a proficiency test to be passed before the full licence is granted. Motor cyclists are now under the same rules. We notice that at home, the Ministry of Transport and the Home Office are considering the question of introducing a Bill to govern the issue of driving licences, and although the Bill is not likely to be introduced until next session it is aimed to make all persons desirous of driving to submit themselves to a test before getting their licences.

In Controlled Areas.

It has recently been revealed that a large number of local motorists are uncertain as to when they are travelling in a controlled area, and we are informed that not much usefulness would be served by publishing the full list because so many Europeans would not recognise the place names. We give a list of principal controlled areas below, but as a general guide it can be taken that a car is in a controlled area when it passes a red triangle on the left-hand side of the road and that it leaves the area after passing a white triangle on the right-hand side of the road. There are also special "School" signs which mark controlled areas during school hours. Whilst in any controlled area, a driver shall not drive at a rate exceeding 15 miles per hour, or pass or attempt to pass any moving motor vehicle which he overtakes. We presume that if there is a clear road ahead a motor car can overtake another motor vehicle if the 15 miles per hour limit is not exceeded.

ceeded. We have in mind a slow crawling lorry. How many motorists have crawled up Garden Road behind a lorry and wondered what was going to happen if the lorry driver missed his gears when changing down? The utmost discretion should be exercised by the police in cases like this. The list of principal controlled areas is as follows:—

Garden Road below the Detention Barracks to above the junction of Kennedy Road.

All Caine Road and Bonham Road, taking in a part of Upper Albert Road from Garden Road to the University.

Pokfulum Road, just before reaching Pokfulum Police Station, and ending at the bottom of the Dairy Farm hill.

Aberdeen Village. Just before the bend leading to Deep Water Bay and ending at the commencement of the Golf Course.

Before reaching Repulse Bay Hotel and ending after passing the end of the Hotel.

Whitfield, from the Hongkong Electric Company's premises and ending at Ah King's slipway.

West of the junction of Stubbs' Road and Morrison Gap Road, and ending east of the Royal Naval Hospital.

Park Road, near St. Stephen's Girls School.

Lower and Upper Albert Roads from the new P.W.D. offices.

Pokfulum Road, or Saiyingpau School.

Improving Licences.

It has been suggested by many motorists that the Traffic Regulations of the Colony relating to motorists should either be printed on the licences issued or that a separate copy of such regulations be supplied with each licence, this suggestion arising from the fact that a motorist was recently prosecuted for infringing a Regulation, only part of which was printed on his licence. We are able to announce that the authorities are now considering the possibility of printing the regulations on the licence to be issued at the next licensing season. It is suggested that the licence will be of a more permanent character, with spaces for annual endorsement and stamping. All that a licensee will do in the future is to send up his licence for renewal.

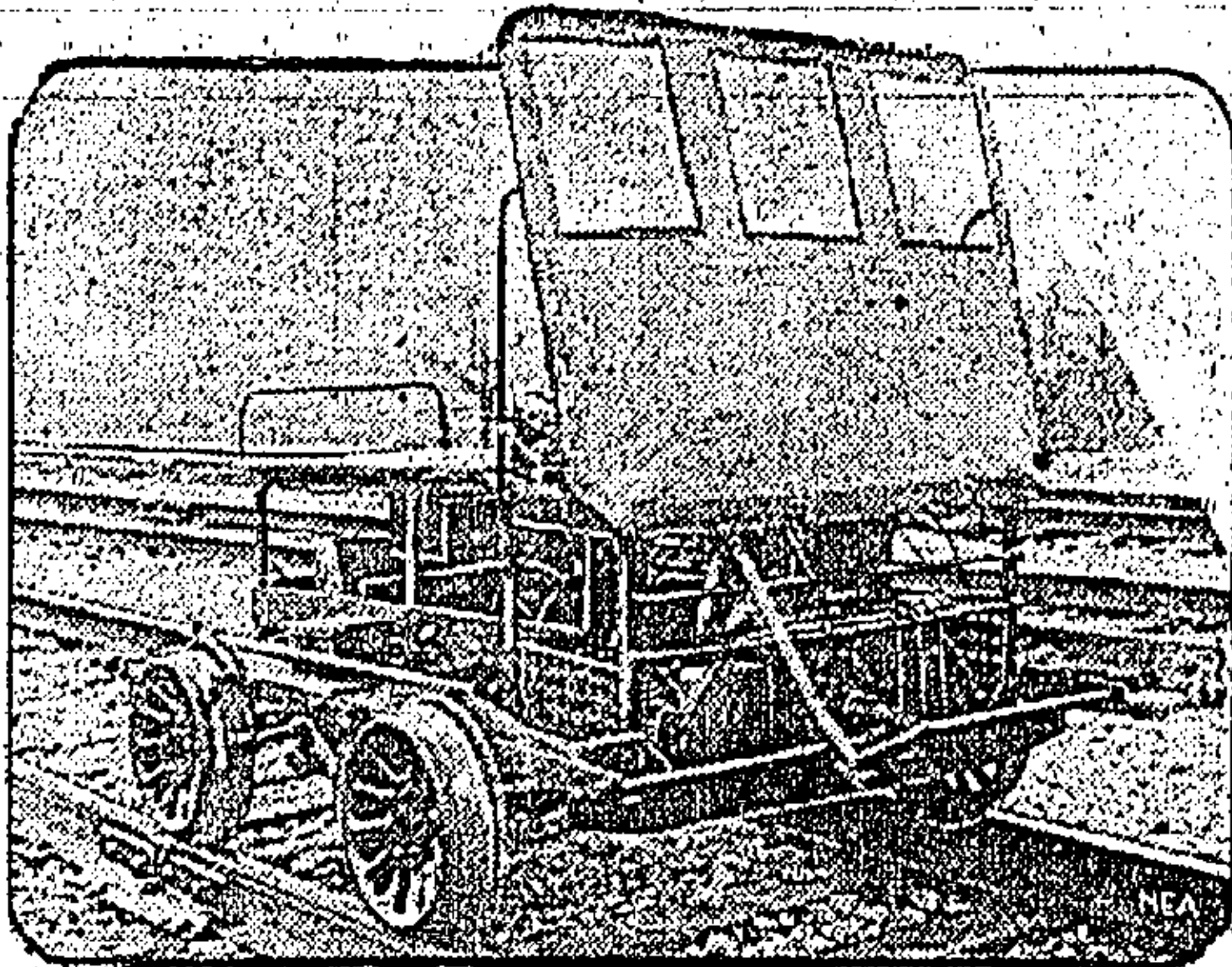
Castle Peak Road.

It came as welcome news to all local motorists on Saturday last that the short road to Castle Peak would be open for the week-end. A larger number of people than usual made the trip out last week-end, but some were somewhat disappointed to find low tides and the water dirty. The road is now quite passable. The gaps by the two bridges which were damaged have been filled in and there are signals in plenty to indicate the danger spots. There are still a number of rough places, where stones are scattered about and the tar macadam churned up, but these are being improved. There is still a large amount of work to be done, and there is every indication that it will yet be some considerable time before the repairs are completed.

A Bad Patch.

Whilst on the subject of the Castle Peak Road attention might be drawn to the fact that the section of road by the Briquetting Company, at Tsin Wan is in an extremely bad condition. The potholes there are dangerously large and immediate attention is

HELP ON A RAILROAD.



Henry Ford's Detroit, Toledo & Ironton railroad is rapidly becoming "divvied." These photos show two innovations that smack of the automobile industry rather than of the railway. Above is one of the road's hand-cars all fixed up with a windshield; below is a picture of a couple of track repairers who use a Ford tractor, with flanged wheels, to go up and down the track.

needed. Admittedly this part was badly knocked about by the heavy rain, but it has been a rough-riding section for months now, and no effort appears to have been made to effect repairs. With in the last few days much sand has been scattered about, thus rendering this section even more dangerous because of the risk of skidding in avoiding the holes. By scattering sand on the road, and by filling up the holes with sand, a rider cannot see where the holes are and has even less chance of avoiding them. Why this part of the road has been allowed to remain in its present disgraceful condition we cannot say, but the sooner it is repaired the better.

Rickshas on Nathan Road.

The sudden manner in which ricksha-pullers will break off the main line of traffic in Nathan Road, Kowloon, and make across the road to a side street, is a bad practice worthy of more attention than it receives at present. Of late, there has been a growing indifference on the part of pullers to heed other traffic on the road and more than one collision between a ricksha and an over-taken motor car has been narrowly averted—thanks to efficient brakes and quick-acting drivers. It is difficult to instil into ricksha-pullers the great need there is for caution and also for adequate warning to overtaking traffic that they intend to cut across the line, but we suggest that a little more might be done in the way of educating them to traffic rules. If a strict supervision were kept along Nathan Road from Peking Road to the Tai Ping Theatre and instruction given to offenders, there would doubtless be an improvement.

NEW PETROL PUMP.

MONEY IN A SLOT.

An interesting innovation in the automotive world recently made its appearance at Cheadle, near Manchester, in the form of a shilling-in-the-slot petrol pump. It should be invaluable at night-time at garages which are not open for business. The device is attached to the door of the pump, so that, during the time the garage is open for business the pump functions in the normal way. At closing time the pump is set to work automatically.

The insertion of a shilling and the pulling of a knob enable the pump handle to be worked in the usual way and a shilling's worth of petrol is delivered. The process can be repeated, so often as desired. The device has a micromotor-adjustment for determining the amount of petrol to be delivered for 1s., so that it is adaptable to changes in the price of spirit.

If for any reason the garage proprietor does not desire the pump to be in operation, a further adjustment prevents the insertion of the coin and the working of the knob controlling the clutch.

In France great interest is being shown in compressed air starters, which are being adopted by car makers, following the lead of aeroplane designers. The cause of the revival is the introduction of a new and very light complete equipment, together with the electric lighting set, being claimed to weigh no more than the conventional electric outfit for starting and lighting.

HONGKONG'S MOTORS.

A DETAILED ANALYSIS.

Official figures which have just been made available show that during the licensing year, which ended on June 30th, there were no fewer than 1,983 motor vehicles licensed in the Colony, made up as follows:—

Passenger cars	1069
Buses	116
Taxi-cabs	56
Lorries	320
Motor Cycles	471
Government vehicles	51

The nationality of the various vehicles was divided as follows:—

PASSENGER CARS.	
U. S. A.	826
British	221
French	22
Belgian	4

MOTOR CYCLES.	
U. S. A.	203
British	261
German	7

BUSES.	
U. S. A.	106
British	10

TAXI-CABS.	
French	56

LORRIES.	
U. S. A.	157
British	58
German	3
Italian	2

LEADING MAKES.

The leading makes of passenger cars were:—

Studebaker	186
Buick	130
Austin	59
Dodge	55
Essex	46
Hudson	43
Oldsmobile	35
Overland	35
Ford	34
Morris Cowley	33
Morris Oxford	16

As regards motor buses the distribution by make was as follows:—

Ford	93
White	7
Dennis	5
Thornycroft	5
G. M. C.	5
Reo	1

The following is the principal makers' list for lorries:—

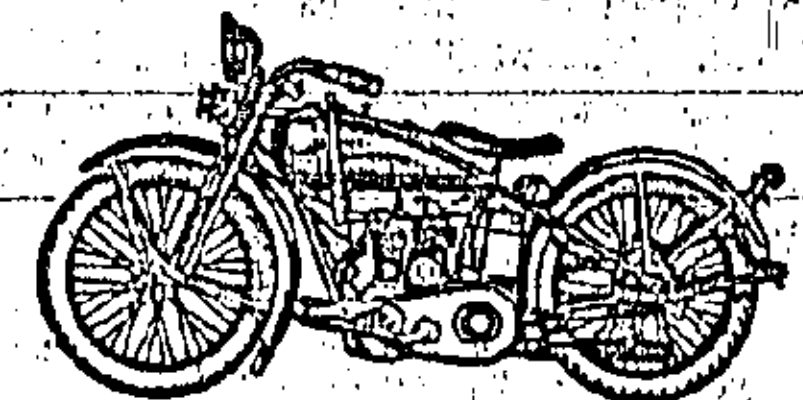
Ford	33
Thornycroft	83
Dennis	11

Motor cycles were made by the following:—

	Solo	Com.
Harley-Davidson	36	65
Triumph	48	15
Indian	25	138
A. J. S.	22	22
B. S. A.	24	7
Henderson	2	18
Matchless	10	9

It is interesting to compare the above gross figure of 1,983, with that of ten years ago—in 1916. In that year there were 49 "hire" cars licensed, 47 private cars and 99 motor cycles.

Recently a motorist collided with a huge rock at Tustin, California, forty-seven miles away from the nearest service station. Eleven minutes after a telephone message was received, two men were on an aeroplane making for the scene of the accident, and carrying with them all the parts and tools that were necessary. Within two and a-half hours the entire job was done at a total cost of "one-third" of what a tow-in would have been.



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

We take pleasure in announcing that we are expecting our first shipment of 1927 Harley-Davidson Motor Cycles—Sols—Combinations, and the famous "Singles," side-by-side valves as well as overhead valve motors.

They will arrive just at the best riding time of the year. Book your order early and be the first to have a 1927 model on the road.

Big assortment of genuine H.D. spare parts and accessories in stock.

Repairs on all makes of motor cycles.



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Make the chart your guide

LUBRICATING OIL ... the life blood of your engine.

LUBRICATING OIL ... the trouble-maker for your engine.

As we gather round festive board to enjoy a delicious dinner, with its succulent viands and its creamy sauces, few of us give a thought to anything but taste—the physical pleasure of eating!

Yet these same dinners that "melt in the mouth" are the cause of those stubborn troubles that beset our digestive organs.

When you pour that beautiful amber or wine coloured fluid into the crankcase of your car, little do you realize that it may cause stubborn troubles which will cost you many good dollars to overcome, unless you know that it is the Scientifically Correct Grade of lubricating oil, recommended by the largest and oldest lubricating oil company in the world, and endorsed by nearly five hundred motorcar manufacturers—such as Gargoyle, Mobiloil, etc.

It is interesting to compare the above gross figure of 1,983, with that of ten years ago—in 1916. In that year there were 49 "hire" cars licensed, 47 private cars and 99 motor cycles.

VACUUM OIL CO.

TO ELIMINATE SQUEAKS.

The squeak of wooden wheels can sometimes be eliminated by tightening the nuts which hold the metal wedges which are forced between the demountable rim and the metal of the wheel. When washing the car, especially in dry weather, do not be afraid to let the stream of water play upon the wheels. If the wood has not been properly seasoned it is likely to shrink when it gets very dry and cause a squeak. If it shrinks too much it may weaken the wheel and cause trouble when subjected to strain—such as taking a curve at high speed.

MOTOR-CYCLE EXPORT TRADE.

ITALIAN AND SWEDISH MARKETS.

Unlike the motor-car and the cycle trades the Italian motor-cycle industry is comparatively undeveloped, the total output of locally manufactured machines during 1925 being estimated at between 7,000 and 8,000. Imports during the same year totalled 6,307 machines, compared with 5,388 in 1924 and 8,624 in 1923, and, although the import business represented cannot be regarded as of outstanding importance, the steady increase noted since 1923 should encourage British manufacturers to take a livelier interest in the market. The number of motor-cycles registered in Italy is approximately 60,000, which gives some indication of the popularity of motor-cycling in that country both as a means of transport and of pleasure. British manufacturers have succeeded in securing over 50 per cent. of the available business, the bulk of the remainder is in the hands of the U.S.A., while German, Swiss French, and Belgian machines are also in evidence. The position held by

Great Britain is encouraging, but since ample scope exists for improvement, further progress should be possible. It is imperative, however, that continual attention should be paid to the requirements and that no undue opportunity is given to Italian manufacturers to extend their activities to the detriment of imports. Local competition has become of greater danger since Italian machines have registered some notable successes in speed and endurance tests.

It cannot be said that the Italian market presents many difficulties so far as this particular trade is concerned providing that popular types of cycles are supplied. Speed is of first importance, for which everything, including comfort, is sacrificed by the Italian motor-cyclist, whilst the machines must also be "racy" in appearance. Special attention must, therefore, be paid to the design, especially with regard to handlebars and frame. Shock absorbers, internal expanding brakes, overhead valves, and balloon tyres should be fitted, but windcreens, leg shields, and silencers are generally not required. The all-chain drive is essential.

With respect to engines, the single-cylinder two-stroke is preferred, although two-stroke en-

gines are also favoured to some extent. Capacities should be 250c.c. for solos and 500c.c. for combinations. In addition to motor-cycles the ordinary cycle fitted with an engine, or the "motorised" bicycle, as it is generally termed, has become exceedingly popular owing to low taxation, and, although local competition is too severe to allow any appreciable business to be obtained in complete machines, possibilities with regard to detached engines are bright providing attractive prices can be quoted. Four and two stroke engines are demanded for these cycles, the capacities for which must not exceed 132c.c. and 222c.c. respectively, whilst the weight must not be more than 17 kilos. As in the case of the ordinary motor-cycles, these "motorised" bicycles are chain driven and are fitted with two or three speed gears and clutch, shock absorbers, and balloon tyres.

British motor-cycles have achieved an excellent reputation in Italy, but in view of the steady expansion in the number of motor-cycle enthusiasts every endeavour must be made by United Kingdom manufacturers to popularise their machines still further. An efficient sales organisation is essential, while a plentiful supply of spares and accessories must be kept by all agents. Advertising should be conducted in an effective manner, and participation in exhibitions and other events connected with the trade is strongly recommended.

Sweden offers a large potential market for the sale of British motor-cycles of suitable construction, particularly as English machines are recognised to be far superior in many respects to those of American and Continental origin. During 1925 the total number of machines imported into Sweden was 2,239, compared with 1,151 in 1924, and the number will undoubtedly further increase with the growing popularity of motor-cycling. Competition emanates mainly from America, represented by the "Harley Davidson" and the "Indian," who between them control roughly 75 per cent. of the business. The success achieved by the manufacturers of those models has been solely due to the supreme efforts they have made to develop the market, and more zeal and enterprise is needed if

BLAZING A TRAIL.

FROM MOMBASA TO NAIROBI.

A story of the first motor-cycle journey from Mombasa, the port of Kenya Colony, to Nairobi, the capital, is told in the East African Standard.

No motor-cycle had previously traversed the 450 miles between the two places. The only route for the traveller is by rail.

Three young Britons set out to blaze the trail. Mr. F. A. Kempton on a 3.99 h.p. Raleigh, Mr. H. R. Benson on a 2.49 h.p. of the same famous make, and Mr. D. R. Edmonds on another British 2 1/2 h.p. machine, were the three pioneers.

For the first day they had a road of sorts, but with frequent tree-stumps and unexpected holes to demand watchfulness.

Then all trace of a road disappeared. The motor-cyclists drove into the bush. They found it impenetrable, left their machines to look for the railway, could not find that nor their machines. So they returned to Mackinnon Road, followed their wheeltracks into the bush and reclaimed the three motor-cycles. A second effort to find the railway line was successful, and they used a path alongside it for the next 24 miles.

At Voi they made another attempt to cut through the bush, but were stopped by the impenetrable mimosa. They returned to the railway, and rode beside it along a gully strewn with tree-trunks and boulders. Constant watch had to be kept for lions, some of which were sighted, but they got through 32 miles without mishap.

Next day with the exception of one stretch of private road through sisal plantations, there was no track. Seventy miles was ridden through rocky, boulder-strewn bush. The final stage was again made by the side of the railway; frequently it had to be regained by a reckless dash up a steep embankment, which tested the power of the engines to the utmost.

Each machine crashed "good and hard" at least a dozen times. Frequently they landed upside-down, and on one occasion a motor-cycle fell seven feet into a cutting, landing on top of its rider. Heavy machines, of the foreign type, would have been impossible, as the machines were carried at least ten miles during the journey. The Raleighs reached Nairobi "in perfect condition," and the gallant successors of Speke and Livingstone had a rousing reception from the population of the capital as the first motor-cyclists to come through from the coast.

British manufacturers are to expand their business to any appreciable extent. Sounder trading methods are also desirable, particularly in the matter of credits, whilst closer co-operation with agents respecting deliveries, propaganda, and assistance in advertising, &c. is also of extreme importance.

While the general design and construction of British motor-cycles is suitable to this market certain features peculiar to the country are of great importance, and must receive earnest consideration. In this connection it should be remembered that the Swedish motor-cyclist demands a high horse-power machine. One of the main causes which has militated against effective competition with America is the comparatively low horse-power of the British model. The all chain drive is essential, as during cold weather belts are very liable to slip, and also to get clogged with snow or mud. Three-speed gear with kick-starter should be provided, whilst gearing should preferably be lower on top gear than is usual in the United Kingdom. Owing to the rigorous enforcement of speed limits high gearing except for racing machines, is not required. Other essential details are twist grip controls and wide forks to allow room for snow chains.

If British motor-cycle manufacturers would make a serious study of the conditions and requirements of this market and adopt aggressive sales methods on the lines of their American competitors a much larger share of this business should easily be secured. United Kingdom firms must also be prepared to comply with all reasonable desire of agents and purchasers, whilst up-to-date catalogues and full information respecting latest developments should be freely supplied.

REGULATIONS IN P.I.

REVISED MOTOR VEHICLE MEASURE.

The Philippines bureau of public works has prepared a Revised Motor Vehicle bill, which will be presented to the legislature at the present session. The proposed bill is a compilation of all previous laws now in effect, together with some important additions and revisions, among which are the following:

Professional chauffeurs would be bonded, to make them responsible for accidents. Chauffeurs would have to furnish bonds of P1,000 each to the director of public works.

Bond to Cover Damages.

Owners and chauffeurs directing a motor vehicle would be made responsible for injuries. Damages would be obtained by the injured person from the chauffeur's bond by action in court. Owners whose cars were being operated by their order or consent would be made jointly responsible with the chauffeurs.

Blinding headlights would be prohibited within the limits of cities, municipalities or thickly populated districts or on any highway when less than 100 meters from an approaching motor vehicle.

Garages would be required to register at least five cars under one ownership, or else operate under a public utility license. Garage cars would have to be kept in a privately owned garage except when called or actually hired by a bona fide customer, and under no circumstances would be allowed to solicit or accept passengers or freight for any while operating or standing on or along the public highways.

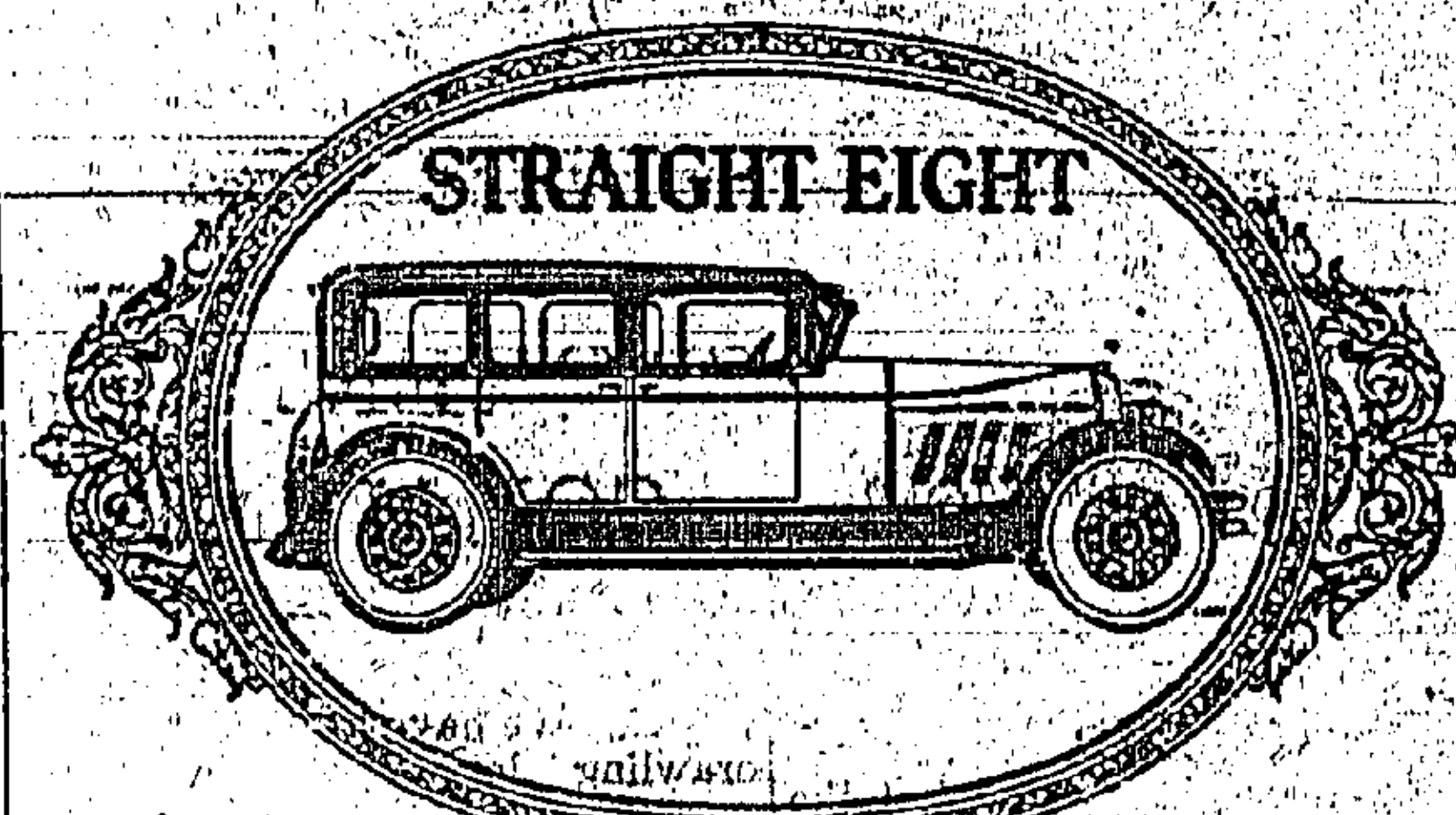
Minor violations would be punished by recording a "warning" with the provision that registration or license may be suspended after three warnings.

Reports on All Sales.

Other new sections would call for reports by dealers of all sales made and reports by creditors of all mortgages executed in their favour. The bill would require all chauffeurs to carry their license and to report all changes in employment with the bureau of public works. Special permits would be authorized for special cases and speed limits definitely tabulated and made uniform throughout the islands. Unpaid registration fees would be a lien on the vehicle.

The proposed measure, prepared in the bureau of public works, has been submitted to various interested parties for comment. Valuable suggestions were obtained from the chief of police of Manila, John Green, from Judge Cul, public utility commissioner, the latter public utility operators and garage owners and from the city fiscal of Manila, Mr. Guvora.

The old motor vehicle act, No. 3045, was the first attempt to assemble and compile all the motor vehicle laws. In the four years since its passage, many errors and omissions have been noted, which make it impossible to enforce the intent of the law. Hence the proposed new measure, which should have no difficulty in passing the legislature, it is said.



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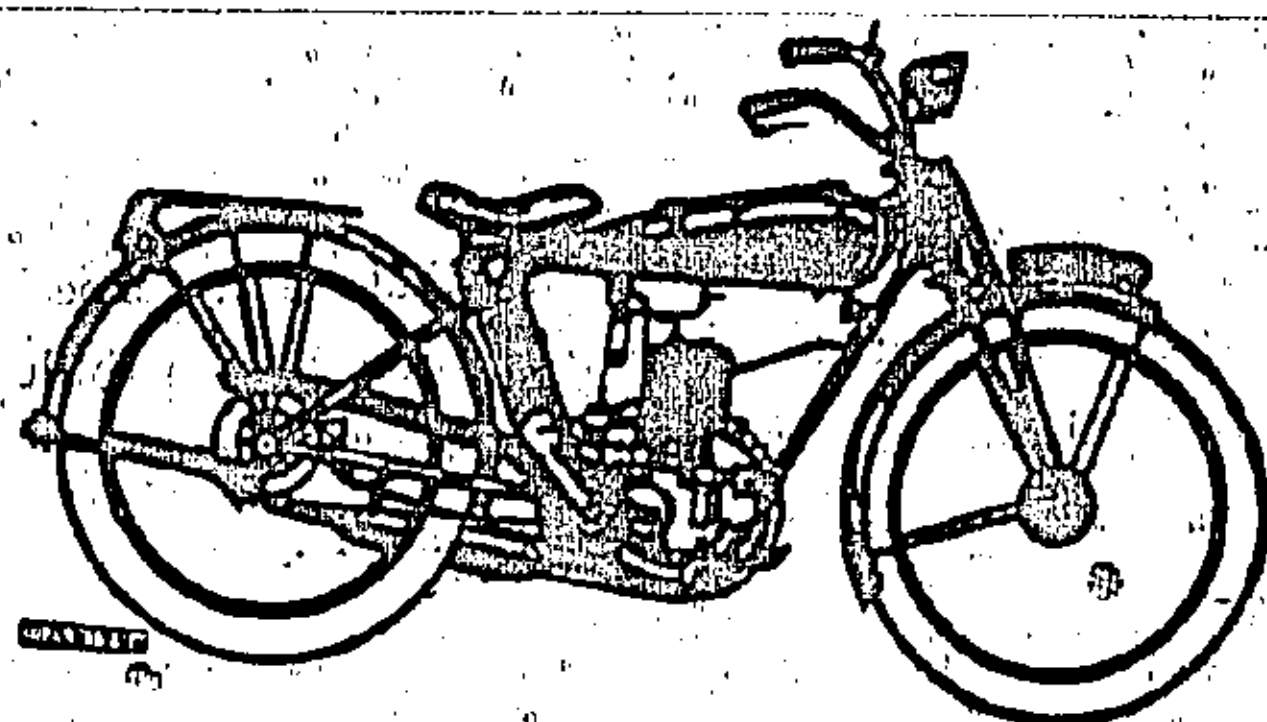
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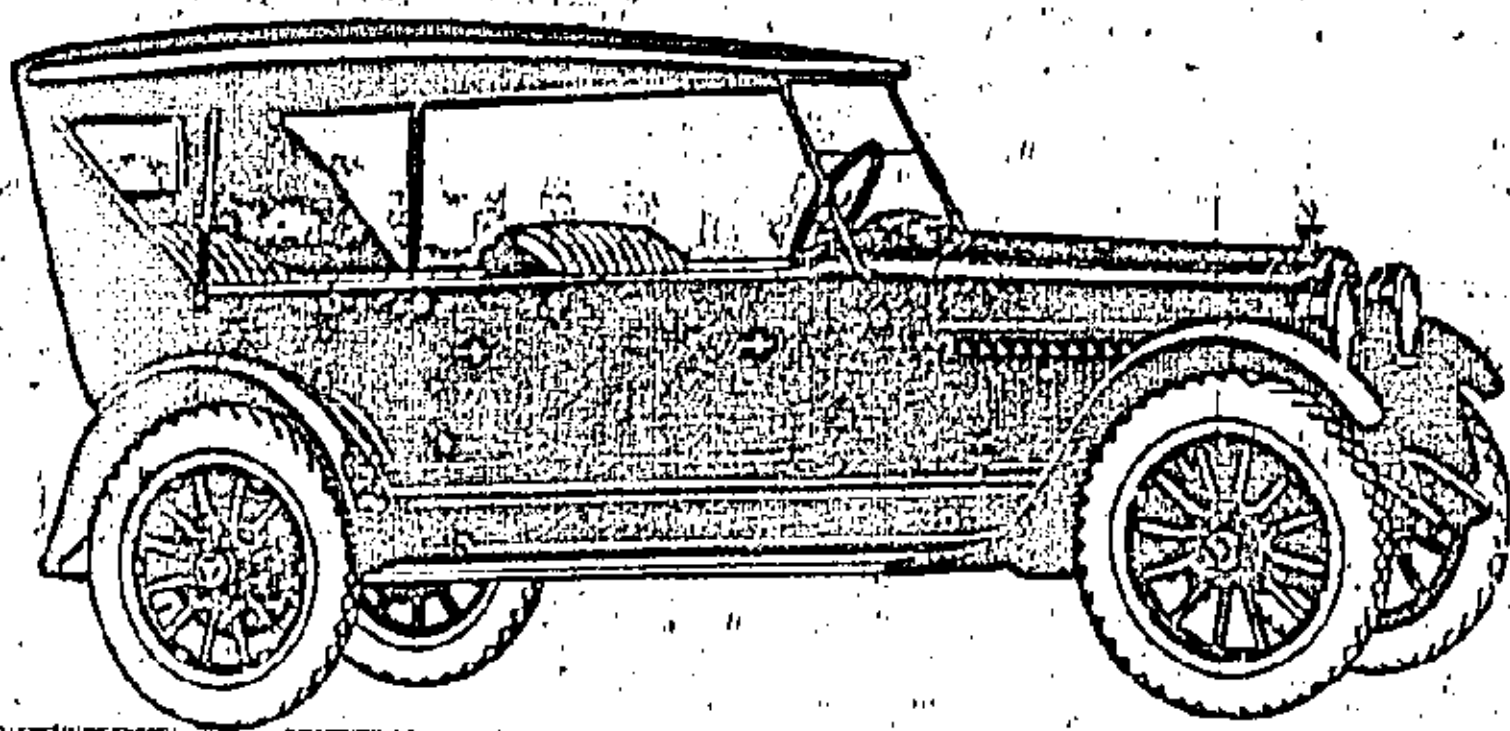
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One Morris Cowley 2-Seater Roadster with four-wheel brakes and full equipment. Grey
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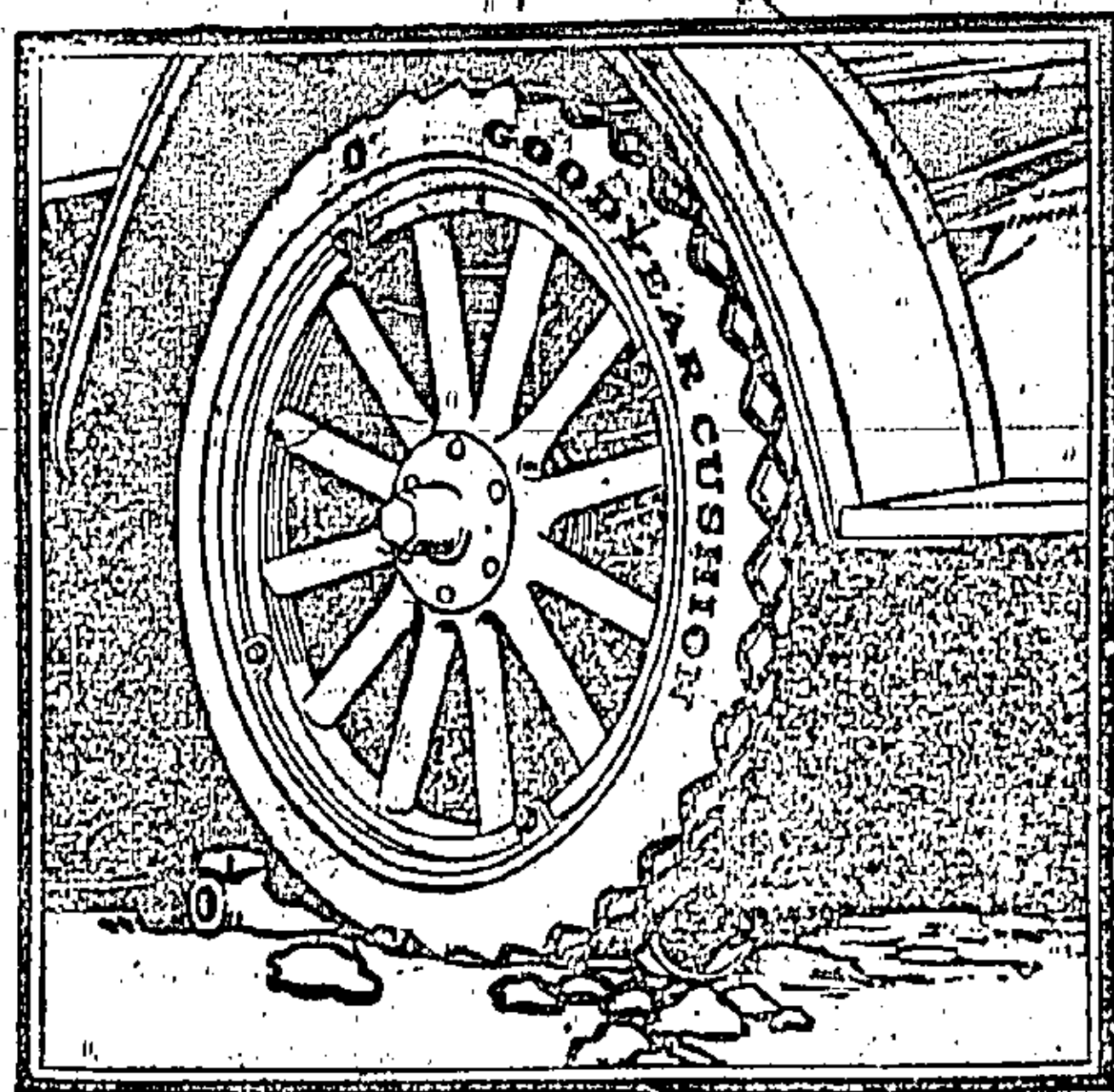
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6	25	A-613 JF	DO	10 1/2 X 7 1/2 X 9 1/2		10	10	10	\$16		
6	35	611 RHK	WOOD	9 1/2 X 7 1/2 X 9 1/2		10	10	10	\$16	A	
6	40	69 KPR	DO	10 1/2 X 7 1/2 X 9 1/2		10	10	10	\$18	1	
6	50	A-611 SH	RUBBER	10 1/2 X 7 1/2 X 9 1/2		10	10	10	\$22	5	
6	60	A-615 TP	DO	10 1/2 X 7 1/2 X 9 1/2		10	10	10	\$24	5	
6	75	A-613 SH	WOOD	10 1/2 X 7 1/2 X 9 1/2		10	10	10	\$24	5	
6	100	A-615 SH	DO	11 1/2 X 7 1/2 X 9 1/2		10	10	10	\$28	6	
6	115	A-619 RHIN-28	DO	19 1/2 X 5 1/2 X 6 1/2		10	10	10	\$30	CAD	
6	135	A-617 SH	DO	13 1/2 X 7 1/2 X 9 1/2		10	10	10	\$32	7	
6	160	A-127 SH	DO	14 1/2 X 5 1/2 X 6 1/2		10	10	10	\$32	M/C	
12	50	129 AHS	DO	14 1/2 X 5 1/2 X 6 1/2		10	10	10	\$32	M/O	
12	60	121 AHS	DO	17 1/2 X 5 1/2 X 6 1/2		10	10	10	\$30		
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TOURING AMERICA IN COMFORT.



Touring America in this coach entails no hardships. It's the latest in comfort. Mr. C. F. Kettering, the famous automotive engineer of Dayton, Ohio, is head of the party of seven that has been touring the west in this car. Mrs. Kettering and his son Eugene, are with him.

For the party's comfort, there's an electric refrigerator, a radio, a phonograph operated by batteries especially designed by Kettering, a 10-gallon tank of water under the hood and heated for toilet purposes, a tent, cots, bags with pillows and blankets, compartments for personal effects and

reclining chairs with rubber bases. Although the party plans to buy its meals, there's a cooking outfit for emergency. The car is shown above, with the interior at left and four members of the party at right—Mrs. Kettering, Eugene, C. F. Kettering and Adam Schantz.

FEWER "CHUMMIES".
MODEL THAT IS NOW RARELY SEEN.

Has the chummy body been a failure? The question is prompted by the undeniable fact that what promised once to become all the rage has suddenly declined in popularity, and is now almost extinct, while it would be perfectly safe to wager that those for whom the type of body was created are still just as keen on it as ever. Why, then, is the type dying out? The answer is provided by the fact that light cars now-a-days are selling more than ever on their appearance. It costs very nearly as much to construct a chummy body as it does to turn out a full four-seater, and if they are placed side by side on a show stand, the full four-seater looks by far the more attractive vehicle. When the would-be supporter of the chummy sees them both he says to himself: Why should I not go in for the more pretentious vehicle; it will cost me no more, has greater accommodation, and looks more like a real car? But the whole point is this—the family man is not essentially the most enthusiastic supporter of the chummy model.

LUGGAGE FOR THE FAMILY.
 As a rule he has a dead load as well as a live load to carry and the luggage for the family, together with a couple of infants, constitutes a very tight fit in the rear seat. It would be more correct to say that for a man, his wife and two children the average chummy body is really unsuitable and that a full four-seater, complete with a rear luggage grid, is more the sort of thing he wants. To whom, then, does the chummy model appeal? This query may be answered by asking another. Why was the dicky-seat invented? This seat is usually uncomfortable when compared with the front seats; it is not protected from the elements, and when open it usually detracts from the general appearance of the car. It is intended, of course, as an occasional seat and nothing more; the sort of accommodation you offer to a friend in an emergency; but, with the cushions in place, the remaining accommodation is very limited; in fact, sometimes it is difficult to stow away a medium-sized suit case without leaving the lid of the dicky-seat open.

How much better the idea of a chummy body. The occasion a seat is still there, with the added advantage that it is under cover in foul weather; the lines of such a vehicle are not ungraceful, and, when unoccupied, the chummy compartment forms a capacious receptacle into which a plenty of

luggage, including suit cases that will not go into the average dicky, can be packed. Let us hope, then, that manufacturers will not overlook the market that still exists for the chummy body and that they will not be in-

fluenced by the opinions of the family man, for whom, in the first place, the chummy model was designed. The type still enjoys the distinction of being popular, and is, reality, far and away better than the dicky-seat.

Announcing
the new "70"
WILLYS-KNIGHT
6
... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 1/2-16 inch bore and a 4 1/2 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results.
 In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best engineering of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super efficiency possible of attainment only in the Knight type of engine. It has a long, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Other Distinctive Features.
Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—its "steering" regarded by the best engineers as the most dependable and most easily infallible of all brakes.

A new conception of road stability. Science and engineering has developed for this car a particularly low center of gravity which provides a truly remarkable road stability at all speeds you are likely to meet. Its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continually agreeable feeling of solidity. Riding,

you're in a comforting sense of security such as you have rarely experienced in any car. The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Right Timken bearings cradle the steering mechanism with the utmost absence of friction. A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.

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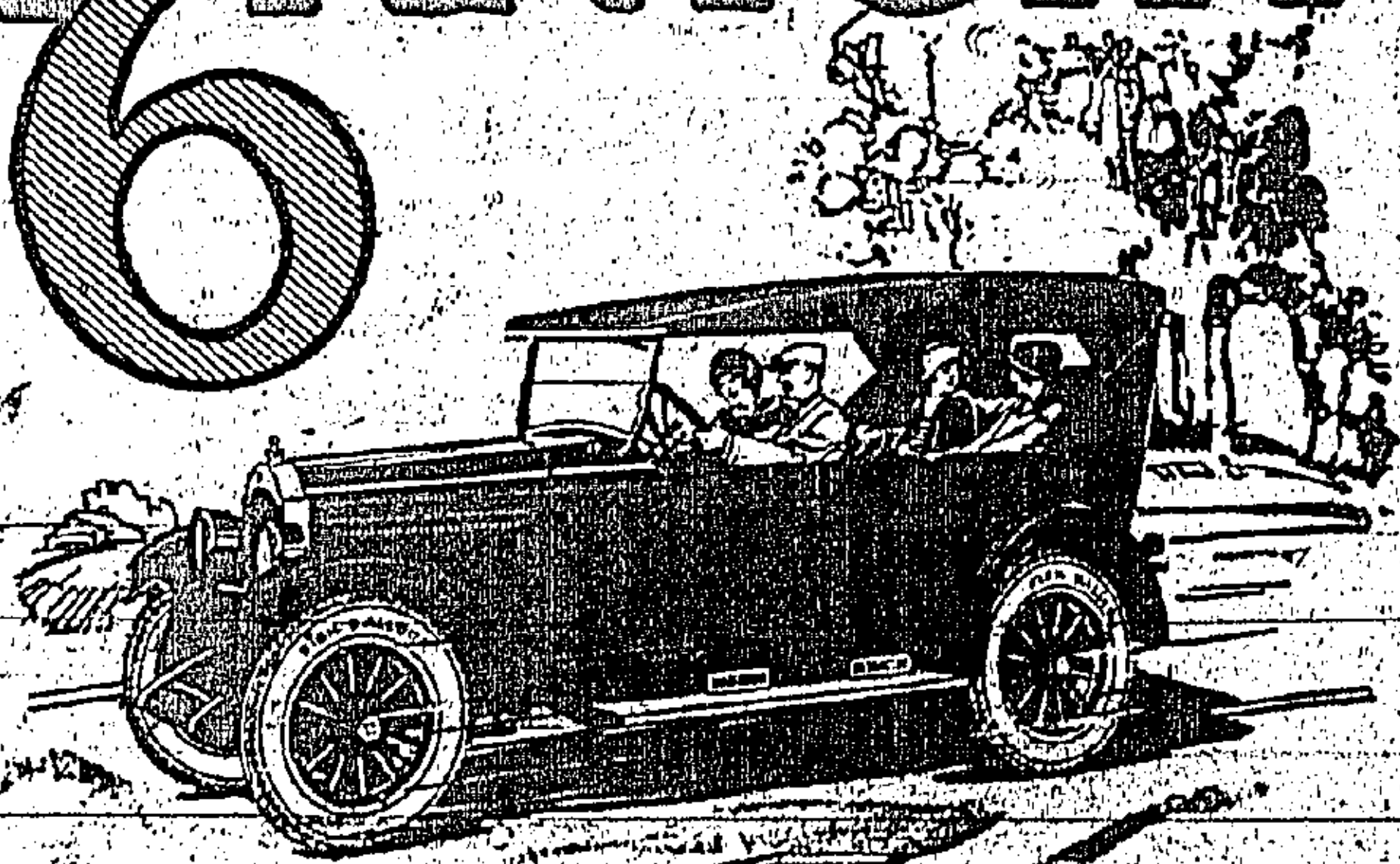
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[and a favorite all over the world]

The transcontinental records for both Australia and the United States are now held by Studebaker. In 1924, it was a Studebaker that set a new Trans-Australian record, a record which has never been equaled. And on June 17, the American transcontinental record was smashed by a stock model Studebaker Big Six which bridged the 3471-mile gap between New York and San Francisco in 86 hours and 20 minutes—16 hours and 25 minutes less than the previous record and 6 hours and 25 minutes faster than the fastest train time. Studebaker cars are capable of championing time and distance because of the stamina built into them. You may never demand the gruelling service of a transcontinental run from your car, but the qualities which make super-endurance possible in a Studebaker mean utmost dependability and economy for you in any type of service. To pay less than a Studebaker costs is false economy. To pay more is needless extravagance.

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IS IT "as good as BUICK"?

Before you are persuaded, by an extra allowance on your old car, to buy some car you might not choose otherwise, look it over carefully.

You probably will be told that it is "as good as Buick", but investigate. See if it is!

Does it have a "sealed chassis"? Has it a torque-tube drive? Has it mechanical 4-wheel brakes? Has it a ten-plate, multiple-disc clutch? Has it a Fisher body? Has it adequate and efficient nation-wide service facilities? Has it more than a million enthusiastic owners?

When anyone offers you more for your used car than it will sell for on the used car market, compare the new car offered you to Buick.

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LONDON TO EDINBURGH IN A £12 CAR

MOTORIST'S HOPES OF
GOLD MEDAL.

Bad weather on a recent Saturday night made the task of the motorists taking part in the London to Edinburgh trial difficult, as the roads became treacherous. The driver of a motor-cycle combination collided with a car and smashed his machine, while his passenger was slightly injured.

There was a chapter of accidents during the passage of the Pennines. A car driver fell asleep and collided with another competitor, whose car was pushed into another. The "sandwiched" car was too badly damaged to continue, but nobody was hurt.

One competitor claims to have qualified for a gold medal on a car which he purchased for £12. He arrived at Edinburgh with his spare wheel collapsed, but had no trouble apart from the breakdown of this wheel.

The chief obstacle was the newly introduced Askrligg Hill in the Pennines. About 20 per cent. of the competitors failed here, and it was a bottom-gear climb for most of the riders.

AIR FLIVER

Detroit, Mich., July 31.—Henry Ford celebrated his 63rd birthday yesterday by exhibiting to the public for the first time a new small airplane devised by experts from the Ford plant. The new plane is of three cylinders and has a twenty-foot wing spread. Mr. Ford jokingly remarked that the new machine might possibly be destined for a new "air fliver". It was announced that the machine had made 100 miles an hour in a practice flight, and it was expected that its per-mile cost would be less than an automobile.

FORD NEWS.

AN EFFICIENT MOTOR
STARTER.

In a series of tests recently conducted by the United States Naval Air Service at its Pensacola, Florida station, a Ford motor starter proved that it was almost as efficient at hauling in serial targets as it is at the more familiar task of cranking a Ford car. In fact, according to engineers of the Naval Air Service, the Ford unit proved more powerful than any of the truck or automobile starter motors employed in the Government experiments.

The Government's report to the Ford Motor Company not only furnishes an interesting sidelight on the ingenuity of the naval engineers, but also contains an impressive demonstration of the power and stamina of that mechanical detail of Ford cars.

"The test," the statement reads, "was to determine whether or not a starter motor could deliver two horse-power, and if so,

how long it could deliver that amount of power. The test showed that of all truck or automobile motors tested, the Ford starter motor was the only one to deliver two horse-power.

"At the end of the twenty-one and one-half minutes, continuous running, the test was discontinued, because the battery (a new 130 ampere hour 6 volt battery), had become so heated it was deemed advisable to do so to prevent destroying the battery.

"An examination of the starter motor showed that it was in perfect mechanical condition. It had not overheated, neither was the insulation impaired at all."

Adding together the rated power of all the Ford cars, trucks and tractors thus far built gives a sum total equal to 97 times the potential of the falls of Niagara according to a newspaper interview, accredited to Henry Ford himself. Furthermore, "With the present capacity of 2,000,000 cars a year the Company is able to meet the needs only of present owners if they should each buy a new car every six years."

HINTS FOR DECARBONIZING.

Piston heads will resist the formation of carbon deposit for a longer period if they are polished to as smooth a surface as possible. Fine emery cloth and oil should be used, followed by the application of an ordinary metal polish.

A valve should not be regarded as properly ground in until a final finish has been put on its face and seating by using metal polish as the "abrasive."

AN EXAMPLE OF BRITISH ENTERPRISE.

That Morris motors do their best to uphold British prestige on all occasions is shown by the prompt attention given to a cable order for twenty-two cars from their Singapore dealers, the whole of which was shipped to them within twenty-four hours on the s.s. Kitano Maru.

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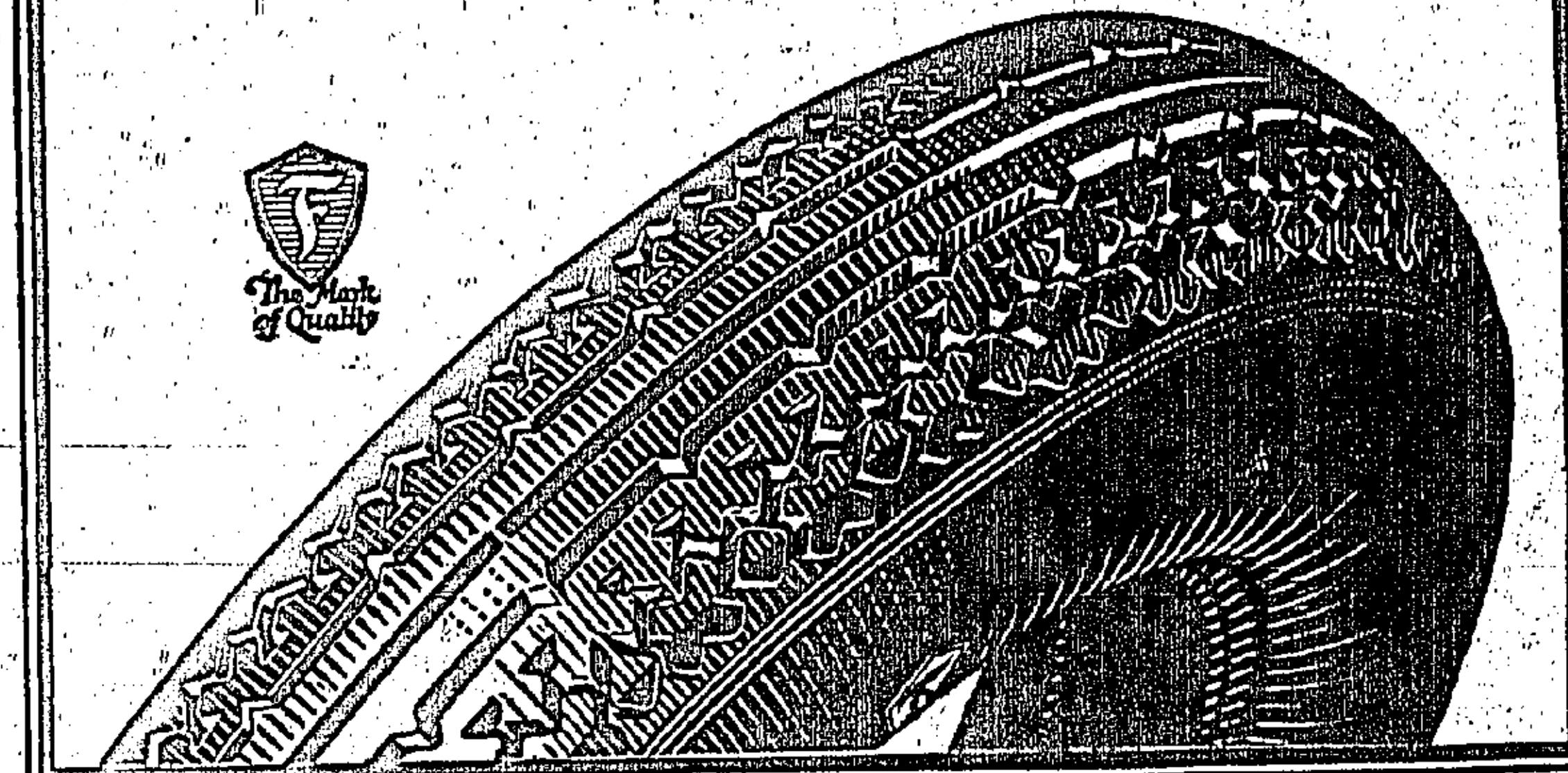
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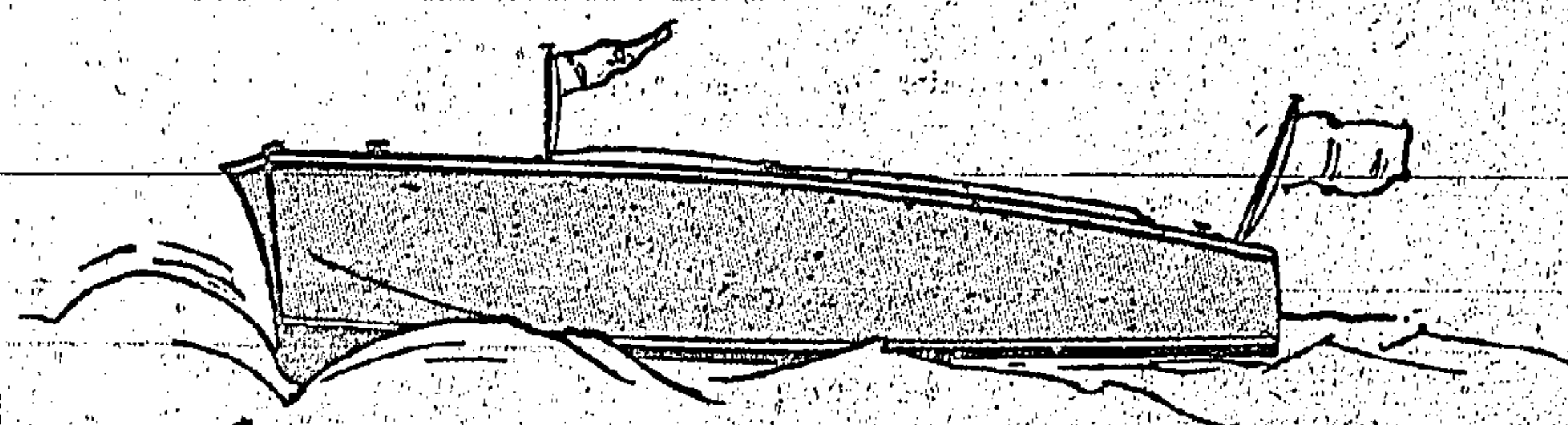
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LOCAL ACCIDENTS.

A SMALL NUMBER.

In view of the figures relating to street accidents in Shanghai which were recently published it is interesting to be able to give, for purposes of comparison, the table below. It will be noticed that the total number of persons injured in vehicular accidents for the first six months of the year was only 152, and that the number of killed amounted to 17.

Total number of accidents	Total number of persons killed	Total number of persons injured
January		
Motor	39	2
Truck	4	0
Tram-car	9	2
February		
Motor	49	1
Truck	2	0
Tram-car	3	1
Ricksha	1	0
March		
Motor	49	1
Truck	1	0
Tram-car	6	2
Bicycle	1	0
April		
Motor	29	1
Truck	3	1
Tram-car	6	0
Bicycle	1	0
May		
Motor	41	1
Truck	1	0
Tram-car	4	0
Ricksha	2	0
June		
Motor	40	2
Truck	1	0
Tram-car	5	2
Ricksha	2	0
Bicycle	1	0
Summary.		
January	52	4
February	55	2
March	57	4
April	39	2
May	48	1
June	49	4
Total	300	17

THE AUTOMOBILE ASSOCIATION.

ANNUAL MEETING.

The twenty-first annual meeting of the Automobile Association was held at the Savoy Hotel on 14th July. The Rt. Hon. the Earl of Donoughmore, P.C., K.P., Vice-President of the Association, presided.

In moving the adoption of the annual report, Lord Donoughmore stated that the Automobile Association had attained its majority. The Association was started in 1905 with 100 members; on the previous day they had 301,951 members. On the occasion of the annual meeting last year, held on the second Wednesday in July, they were just over a quarter of a million strong, so that they had made a good net advance since that time last year.

On the 30th April, 1926, the total membership was 286,333; 69,681 new members having joined during the financial year ending 30th April, 1926). Their experience was that, as in previous years, members joined in large numbers during the winter months. It was perhaps interesting to mention that even during the strike motorists joined at the rate of 250 daily, showing that whatever inconveniences the public may have suffered in other ways, they were still as anxious as ever to join the "A.A."

The "A.A." road service had been greatly extended. Increase of membership, of course, would always mean more patrols on the road.

Perhaps the most interesting way of illustrating "A.A." progress would be by mentioning one or two round figures. 145,000 members came in contact with the "A.A." patrols during the Easter vacation, showing that their prime object—helping motorists on the road—had been well maintained. A great many more people are motoring at night than used to do so, and therefore the "A.A." night road service had been extended; they were now rendering assistance to thousands of members every week between dusk and midnight. The "A.A." road organisation, on bicycles, motor cycles, day and night service outfits, and staff cars, covered over 181 million miles last year. Every beat was patrolled seven days a week. He would emphasise the fact that the Association retained complete control of its road organisation. Every man was paid, equipped, and clothed entirely out of "A.A." funds. They had never been subsidised out of public funds for any traffic control work.

46 additional roadside telephones had been erected, also a number of new "super-telephone"

boxes, which are illuminated at night.

The Home Touring Department had established another record; the total mileage of the routes issued during the year was equivalent to going round the world 5,000 times. 1,400 miles of prepared routes had been issued in every minute of the working day. It was interesting to notice that quite an important change had occurred in the kind of routes asked for by members. The association was continually being asked for cross-country routes of all sorts and kinds, and of course they were able to supply them satisfactorily. This side light on "A.A." activities showed that the motor car was doing what it ought to do—enabling us to know our own country and other countries very much better and very much more intimately.

The Foreign Touring Department had created another record. The "A.A." not only did its work efficiently, but it was on splendid terms with the officials of the countries visited by "A.A." members.

With regard to motor taxation, the Association continued to express dissatisfaction with the present basis on which the taxes are collected. No sound motor tax could be imposed unless it was based on the principle that the man who damages the road most should make the greater contribution towards the repair of the road. The present horse power tax does not do that, and the "A.A." would not cease its efforts until something on those lines is reached.

The Association's wireless broadcasts had been valuable in bringing home to novices the way they should behave on the road.

Lord Donoughmore moved the adoption of the report.

Two members complained that the funds of the Association had been improperly used during the General Strike, and that the action of the Executive in this respect was ultra vires. After considerable discussion the report was adopted by a very large majority.

Mr. McWhirter, Chairman of the Automobile Association, and Chairman of the Finance Committee, in moving the adoption of Balance Sheet and Account for the year, said that the Association's financial position was an exceedingly sound one. They had spent £427,523 on the road. The Area Offices were distributed all over the country, from Aberdeen to Exeter, and from Bristol to Norwich, and the costs of those Offices amounted to £88,499. The surplus of income over expenditure, carried to reserve, was £14,826.

The accounts were adopted by the meeting, and a vote of thanks to the Chairman terminated the proceedings.

MEMS. FOR MOTORISTS.

Leaky Tyre Valves.

A simple method of dealing with a leaky valve on the road is to slip a piece of rubber tube over it, tie it tight over the valve, turn the tube down as in the case of the football bladder, and tie it again. The tube used should be thin enough to permit the replacement of the valve cap; otherwise the pressure of the leading air might cause the tube to balloon.

Decarbonising.

The motor owner who does his own decarbonising, frequently omits to clear out of his bonnet the fragments of carbon which become scattered about during the process on the engine and accessories. This should always be done so as to avoid the risk of tiny fragments being sucked into

the carburettor and finding their way into other places where they have no business to be. When decarbonising it will be found advantageous to polish piston heads to as smooth a surface as possible. If this be done they will resist the formation of carbon deposits for a maximum period. Fine emery cloth and oil followed by ordinary metal polish should be used for this purpose.

Trump Cards.

A well cared-for clean car is a trump card to play in a stoppage due to an accident when the police are on the scene. It is almost impossible for them to avoid assuming that of two cars the rickety battered dirty old shandredan is more likely to be in the wrong than the other one.

Two other trump cards are the ability to produce your visiting card at once and to discuss the matter in a calm and even tone

of voice, as by so doing you will create a very much more favourable impression on the police than the man who shouts and accuses and gesticulates.

Valve Grinding.

It is often difficult when grinding in valves to know whether the valve is seating properly all round. To ascertain, make marks radially on the seating with chalk; four or eight marks may be made with advantage. Then grind a few times, and note the effect on the lines: If each of the lines is broken it is safe to assume that the valve is seating at all points. The extent of the break is a measure of the extent of the seating surface.

Worth Remembering.

To save clothes it is wise to carry in the car a sleeve of an old overall or coat which can easily be slipped on when carrying out any adjustment on the road.

Brakes.

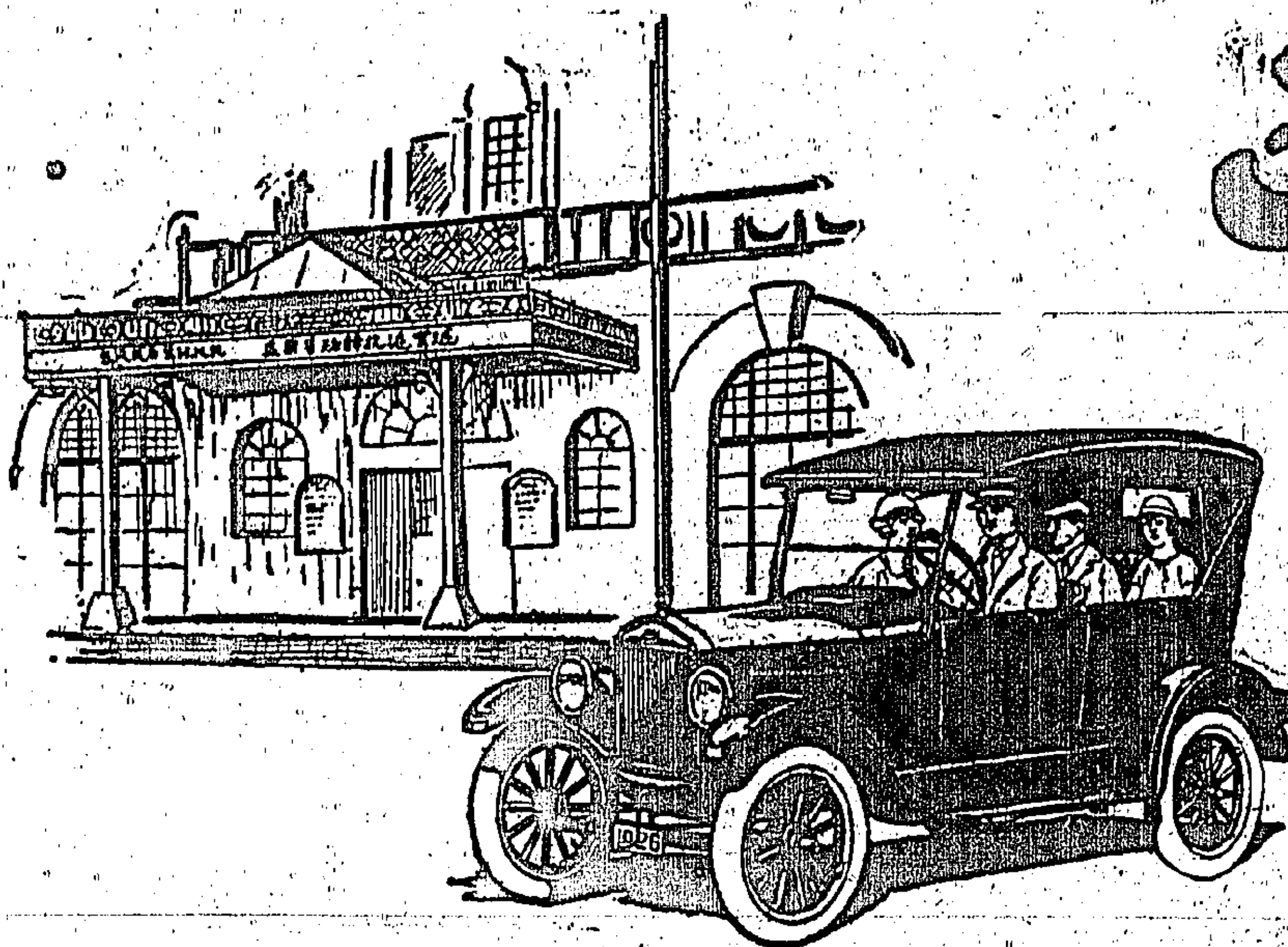
When a car has been brought to rest by traffic, by application of the brakes, it is well to release them again. If the machine is not on a slope, by so doing there is less risk of damage if another car collides with it.

Many drivers approach the top of a hill at far too great a speed and as a result have to use brakes before they reach the bottom. It saves the car and the brakes if speed be moderated before commencing the descent. Some cars are fitted with emergency brakes upon the propeller shaft, but it is agreed that use should not be made of these except in cases of emergency or merely to see if they are in good condition, on account of the strain caused to the transmission gear. The brake may be used as a hold-on brake after the car has been brought to a dead stop by means of the service

brakes. When brakes are not gripping well, some drivers use them very sparingly in the belief that they are more likely to last the day out if this is done. The reverse however is true, as they are more likely to grip tightly if they are thrown into action several times a day, but a very little trouble taken occasionally to rough up the brake lining by means of a file will obviate any necessity for caution such as this.

Oil Draining.

Never flush out the oil system with kerosene; it is impossible to drain it all out and what remains has the effect of diluting the lubricant which you put in. By far the best thing is to put in a quart of fresh clean oil, which should have the result of getting rid of every drop of the old oil, and a good deal of the dirt which has accumulated.



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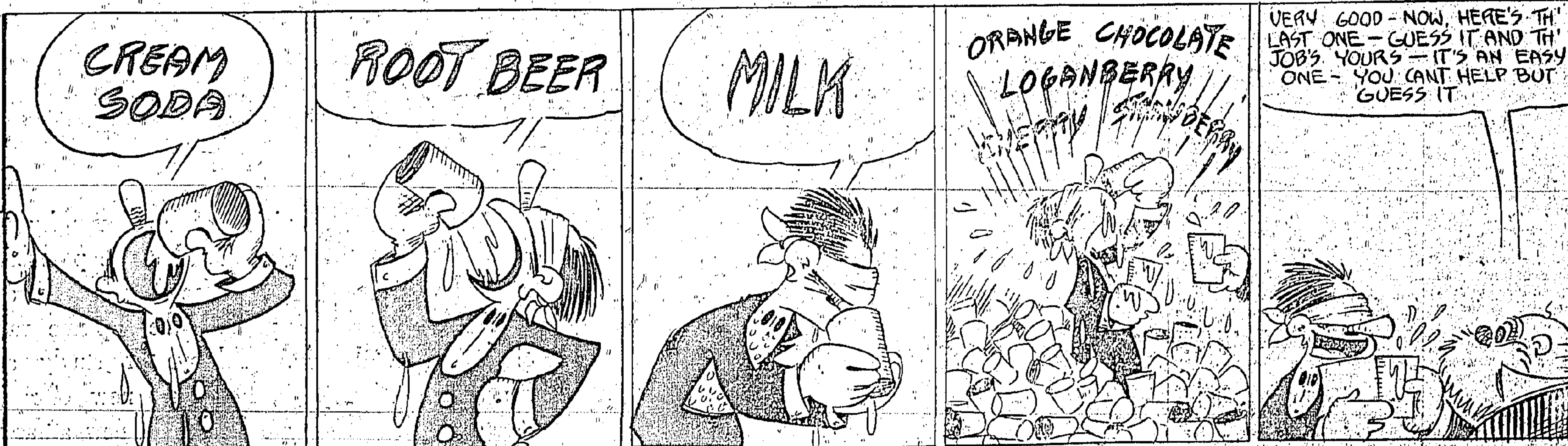
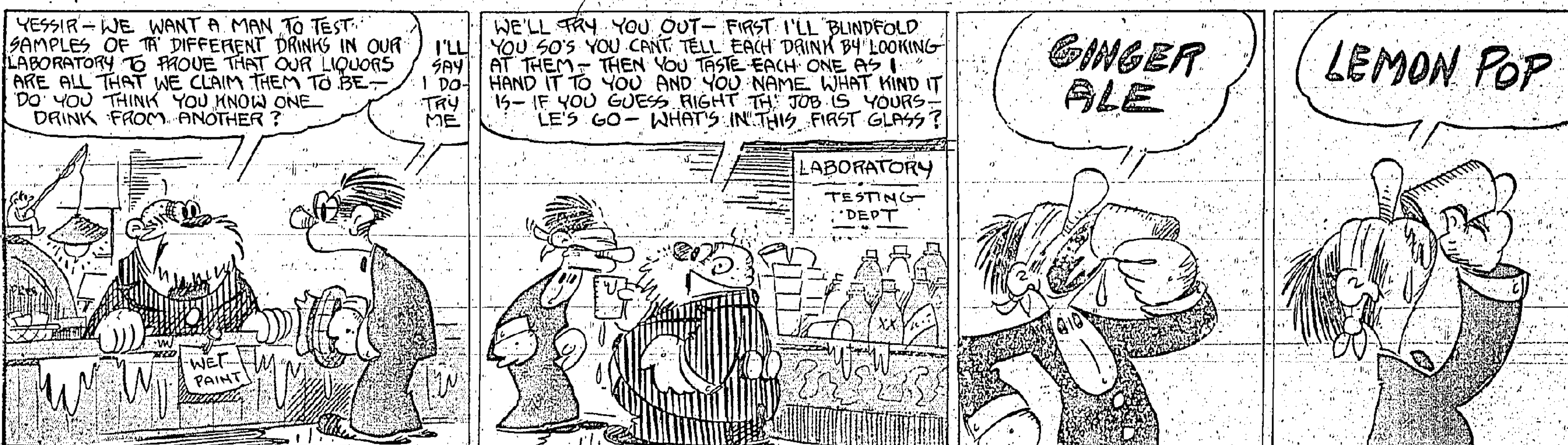
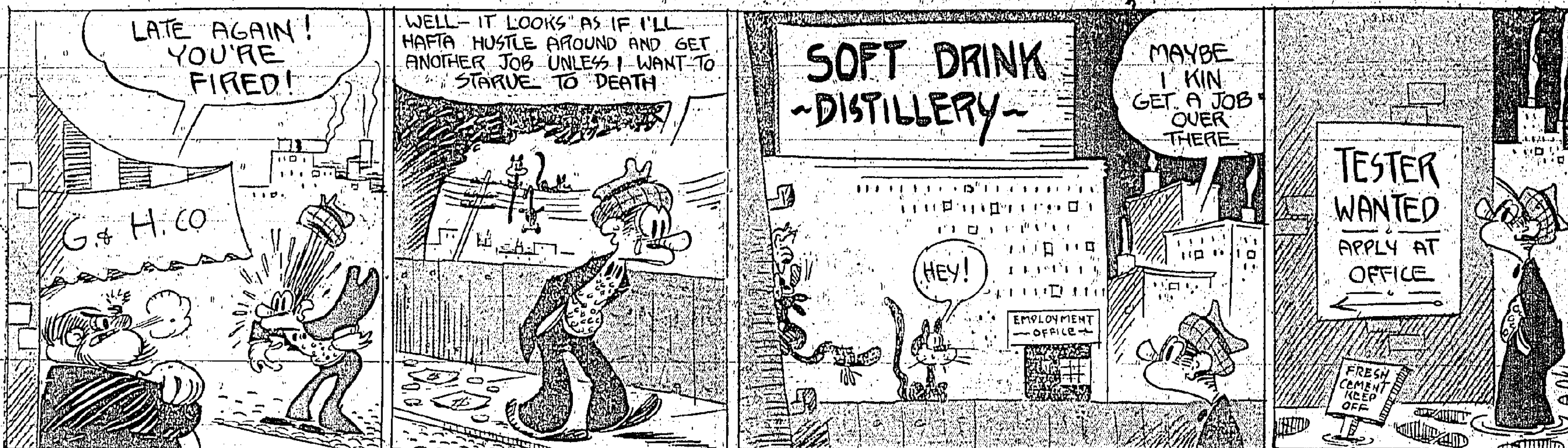
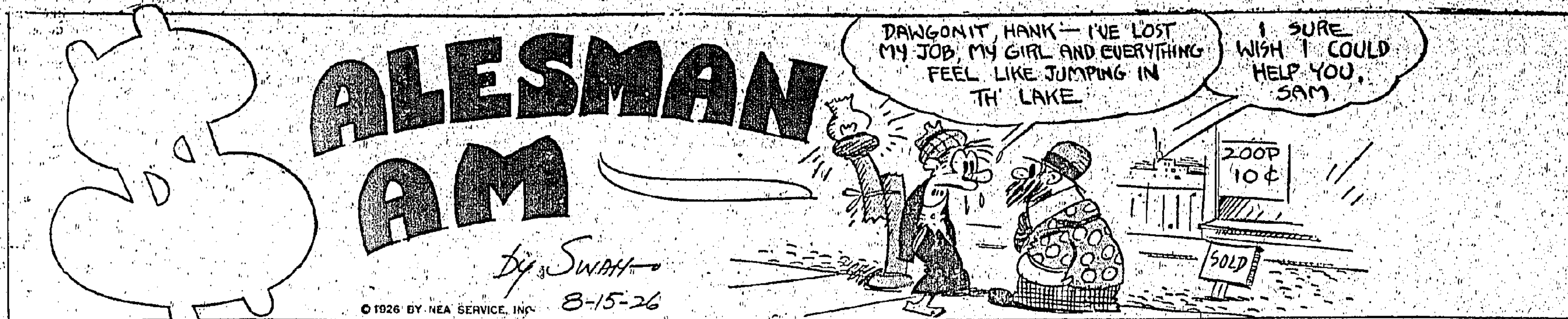
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THE CENTRAL CHINA WAR.

DID NORTHERN TROOPS MUTINY?

WU PEI-FU'S OPTIMISM

Regarding the war operations in Central China, inspired Kuomintang reports state that Northern troops at Wuchang, on Thursday, rallied in favour of the Kuomintang Army and that workers along the Peking-Hankow Railway are to go on strike in order to curtail the movement of the "anti-Red" militarists.

According to "anti-Red" information, Marshal Wu Pei-fu, who arrived at Hankow on August 25th, is reported to have stated that an augmented Yangtze flotilla will soon recapture Yochow, which he expects will fall into "anti-Red" hands within a week.

The "anti-Reds" believe that General Sun Chuan-fang of Chekiang and Kiangsu, whose sphere of influence extends to Kiangsi, Fukien, and Anhui, has come to an understanding with Marshal Wu Pei-fu; and that General Sun and Marshal Wu have purposely allowed General Chang Kai-shek, the Kuomintang Chief, to land his "Red" troops as far north as possible. The "anti-Reds," they say, will shortly march into Kwangtung from Kiangsi, Fukien, and Yunnan.

A Kwangsi report says that Yunnanese "anti-Reds," despatched by General Tang Chi-yao, Tsuchun of Yunnan, have already passed into Kwangsi territory, by way of Posh.

The Canton Information Bureau issues the following:

"The General Staff at the front telegraphed on the 26th that the Nationalist forces, after capturing Yochow, advanced and occupied Tsung Yang, proceeding towards Hsienling which is about to be occupied. From Hsienling to Wuchang is a seven hours' train journey. Commander-in-Chief Chang Kai-shek is leaving Changsha for Yochow.

"The Central Executive Committee of the Kuomintang announces the admission of Marshal Feng Yu-hsiang into the Party and his appointment as a member of the Nationalist Government. The effective co-ordination of all the Nationalist forces, as represented by the Kuomintang and Kuominchun armies, has begun."

NOTE TO GERMANY.

"STRANGE AND TRIVIAL."

Berlin, Aug. 27.
"Strange and trivial" are the adjectives applied in German circles to the Note from the Conference of Ambassadors to the German Government, demanding; firstly, an unambiguous legal degree terminating the military activity of Nationalist organisations; secondly, the discontinuance of illegal recruiting of the Reichswehr; and thirdly, the fulfilment without delay of the demands of the Inter-Allied Military Commission.

It is pointed out that over two thousand Notes regarding disarmament have so far been received from the Inter-Allied Military Commission and the Ambassadors' Conference, and the latest is regarded as most inopportune in view of Germany's impending entry into the League.

COLONY'S FINANCES.

POSITION AT END OF MAY.

The financial statement for the first five months of the year, published in the *Government Gazette*, shows that on May 31st the balance in hand was \$7,070,276, as compared with \$7,465,167 at the end of April.

Analysing the figures, we find that the total revenue for the five months was \$8,123,894, as against \$9,261,105 last year; whilst the expenditure for the period was \$9,167,100, as compared with \$10,851,884 in 1925. The principal shrinkages in revenue were under the heads of light dues, licences and internal revenue, interest and land sales. Under expenditure, there were decreases of a substantial nature in respect of the Treasury, Post Office, Public Works and Harbour Department.

The total revenue for the month of May was \$1,598,958, as against \$1,316,476; whilst the expenditure totalled \$1,998,849, as compared with \$2,371,916 last year.

"SHOWING OFF."

[BY THE REV. GEO. E. ARROWSMITH, M.A.]

In His "Sermon on the Mount," our Lord forbade His disciples to make a display of their religion—their worship, almsgiving, and fasting were to be "in secret." There was to be no needless parading of their good deeds into the limelight. "When ye fast be not as the hypocrites of a bad countenance for they disfigure their faces that they may appear unto men to fast." The ultra-devout folk of our Lord's day were very keen on advertising their piety—their praying, almsgiving, and fasting were all made as ostentatious as possible. If they were abstemious for religious reasons, they were quick to let their neighbours know about it. A Jewish fast, we are told, neither washed, nor bathed, nor anointed his body; he neither shaved his head, nor shod his feet. He would put ashes on his head and thus "disfigure his face." How great this disfigurement could be we can gather from the description of one Rabbi, of whom it was said that "all the days of his life his face was black by reason of his fastings. Ostentatious worshippers of this sort had their reward—a worldly one, "good opinion" was its name. "Look what holy men are these! See their sad aloofness, see the signs of self-denial which mark their faces, and which surely they have forgotten to remove owing to their religious preoccupation. Truly these men are saints, their very appearance proclaimeth it!" Thus the world.

Now harken to Christ. "But thou, when thou fastest, anoint thine head and wash thy face (i.e. make yourself spruce and attractive, never let your religion be an excuse for untidiness or dowdiness), that thou appear not unto men to fast, but unto thy Father which is in secret."

If our Lord's warning was necessary in an age when a display of holiness was far too apt to cover a multitude of inward sins, when Scribes and Pharisees were sticklers in regard to ceremony and ritual, and most punctilious in fulfilling every jot and tittle of the Mosaic Law, and yet neglecting the great spiritual principles of which that Law was the witness and symbol, has all need for it passed away to-day? Are not men and women still apt to make a parade of their goodness; and "for a pretence" say their prayers, and read their Bibles, and go to church? Are there not some who, taking a real pride in "showing off" their devout behaviour, some who, if there was no audience to play up to, would not dream of being devout at all?

Of course there is a sense in which we must all make a display of religion, we are to "let our light shine before men that they may see our good works and glorify our Father in heaven." I am not in any sense advocating that cowardly policy that makes a man ashamed

to stand out bravely and say to his fellows, "I am a Christian." I hold in brief for the semi-Christian folk who maintain that a man's beliefs are a matter of the heart only and should never find any expression on the lips. Such people may pray "in secret," when no one is present to see them on their knees; but they strongly object to praying in public, and they give that as their reason for their absence from church on Sunday: "O, I can pray and be a Christian just as well at home—why go to church?" You know the argument? It comes from people who shrink from making any public profession of religion because they hold that a man's beliefs are something between God and him only, and that there should never be made any "show of them openly." To all such I would commend a careful study of St. Matthew 5:16. Religion is not a candle that is to be hidden beneath a bed, but is to be let its light shine so that it may bring brightness and joy to all who are around.

It is not the display of a real inward religion—a religion that has touched the heart and so cannot be hid that Christ condemns; rather it is an exaggerated display. As some one has neatly put it, "The Christian is called to show forth, not to show off." There are many people who "let their light shine," but the aim they have in view is that men may glorify them rather than "their Father in Heaven." They do not object to a little of the praise being diverted in His direction, but they insist on having most of the applause themselves.

The man who is proud of the donation he has given to charity, and brags about it to a friend; the woman who is rather pleased at the number of religious meetings she attends, and is at no pains to conceal her satisfaction; the church-worker who is elated at the success of his or her labour, and publishes it abroad; the godly man or woman who, instead of being "clothed with humility" (which, surely, implies a dress that is unassuming), adopts weird attire in the name of religion—a dress which seems to cry aloud to every passer-by, "Look at me, I cover the body of a very devout and consecrated person!" these (and I might name many more) are a few instances of Christians who would do well to remember that it is not their Master's wish that they should "show off."

There is great danger about display of this kind, for it fosters a very deadly sin—spiritual pride. Worldly pride is bad enough, but God help the man who is spiritually conceited, for "Except ye become as a little child, (with all that that suggests of simplicity and humility) ye shall in no wise enter into the Kingdom of Heaven."

unemployed. There is, too, a tremendous demand for musicians for the orchestras, for jazz and balalaika bands.

Tiller girl choruses are, of course, a sine qua non, and they are being trained for all the productions. A revue in Berlin without "die Girls" could be written down as a failure from the start. Paris and New York, too, are being ransacked for dancers, and more particularly for danseuses. Half a score of managers and producers are busy in half a dozen capitals, looking eagerly for new ideas, striking scenes, and daring costumes.

Give Us Shakespeare.

And they are willing to pay almost anything for "the goods." Anyone who can produce a success to the Charleston or something as catching as "Valencia" will be received here with open arms and almost open banking accounts.

It is not, however, absolutely certain that revue will prove so tremendously popular in Berlin. Only a few days ago a revue was put on at one of the city's theatres, and one evening, at the end of the great scene, culminating in the Charleston, a large portion of the audience rose and shouted: "Take it off and give us Shakespeare!" So it would seem that the Bard is safe on Spree-side. There remains Mr. Shaw. What will happen to him?

Chance for G. B. S.

"So perhaps G. B. S. will, like Reinhardt, turn his attention to revue. Why not?"

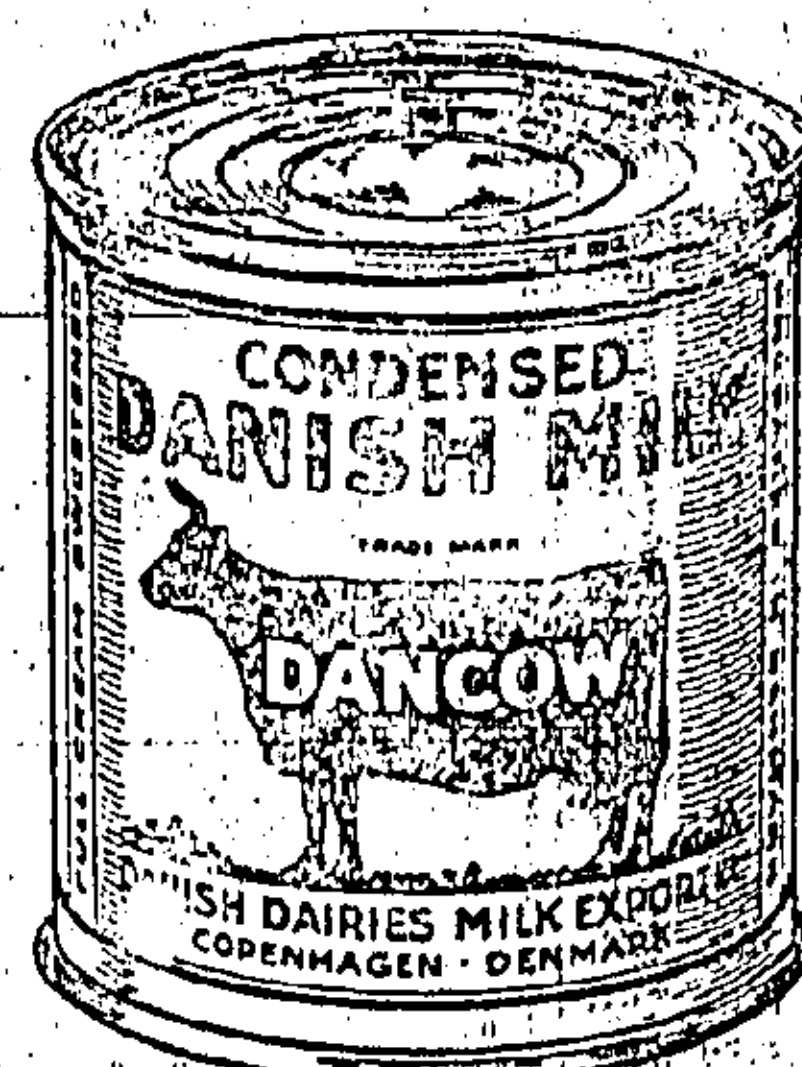
All the wittiest writers in the country are now busy on "books," song-writers are working at high pressure; not a single composer is

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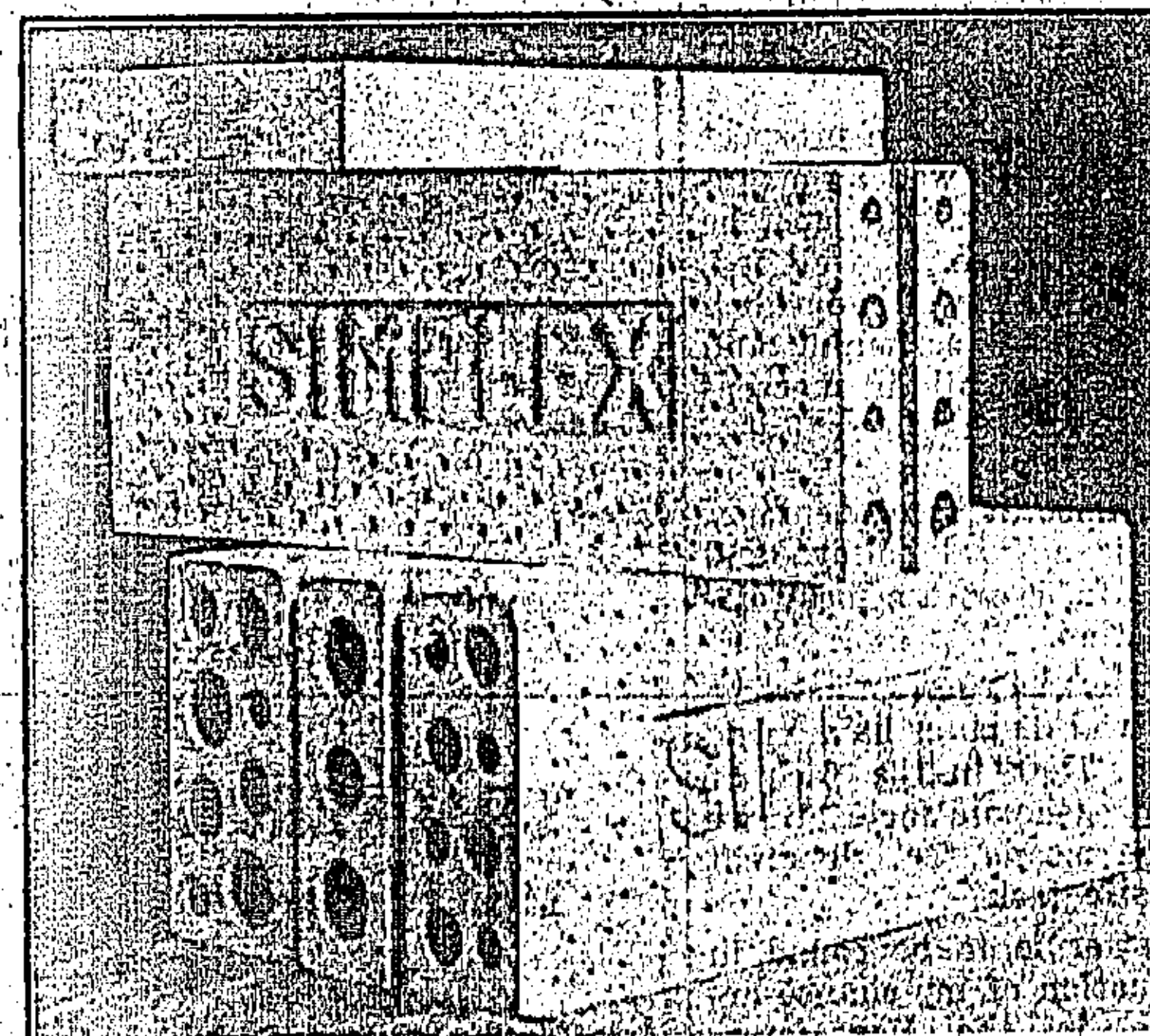
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WHY THE BABY CRIES.

EDUCATING THE FATHERS.

Fathers, it seems, are not beyond being educated in baby lore, and can even have their "intelligence" awakened by visiting midwives.

The quoted phrase is Miss Edith M. Doubleday's, of the Midwives Institute, who spoke at the Child Welfare Conference at Caxton Hall, Westminster, recently. Her object on fathers is encouraging. When visiting the homes of the people, she said, the midwife had a wonderful opportunity of educating the father. If he objected to the baby crying and could tell him why it cried, and she would find "he quickly followed her argument, and that she had awakened his intelligence as well as his sympathy."

Dr. T. Watts Eden (consulting obstetric physician, Charing Cross

Hospital) said the trained nurse was, in his opinion, an essential requirement. "In my opinion," he said, "it is nothing less than a national disgrace that untrained midwifery attendants, commonly known as 'handy women,' are still allowed to ply their evil calling among us. Clean midwifery in the home is an impossibility where the handy woman is permitted to play her part."

Lady Forster, who presided, said it was not only among the poorest classes that there was need for improvement in mothercraft; there was an extraordinary ignorance among the better-educated classes as well. At the afternoon session, the Rev. A. Herbert Gray said the real root of so many home troubles was that "Father and Mother did not get on." To marry for the wrong reasons or inadequate reasons was to do serious damage to the unborn child.

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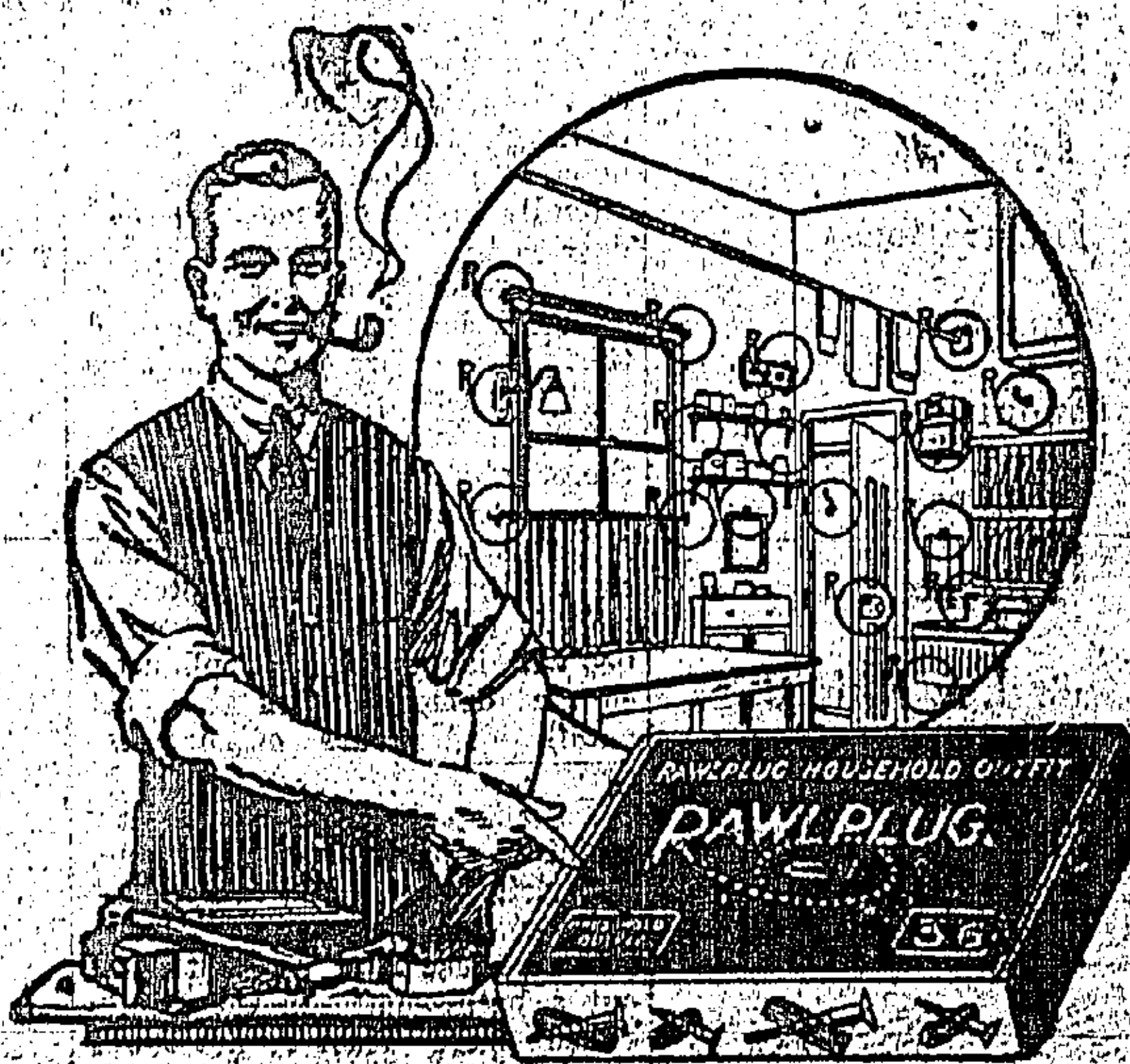
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The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

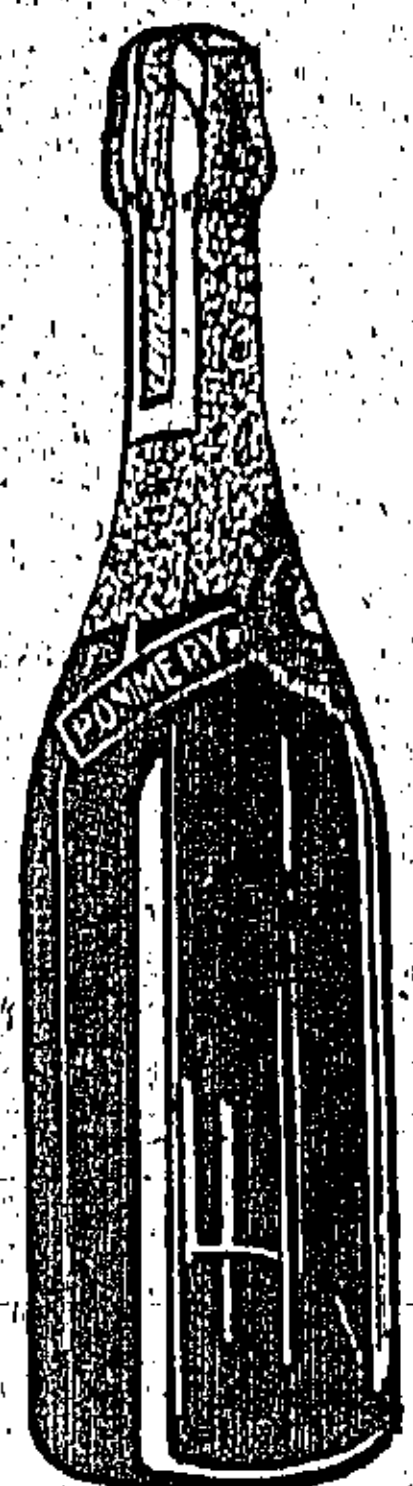
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(2) Anyone can use them.

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(4) There is a Rawlplug for every screw.



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 „ Dozen - \$61.00
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 „ Dozen - \$32.00

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MRS. PANKHURST TO-DAY.

MEN'S JOB TO PROVIDE HOMES.

Sir George Newman, Chief Medical Officer to the Ministry of Health, addressing the delegates to the annual conference of women's institutes the other day, told his hearers that scientific care of children was needed, if we were to create an Imperial race.

An increasing number of women are asking themselves how this necessary care can be given to all the children of the British people. How can we give our children the environment and the physical, mental, and moral care required for the making of a race worthy of its Imperial inheritance and prepared for its great responsibilities?

The proper rearing of a child is an expensive process, and only the fortunate few among parents can as yet afford to give their children all they should have to make them as nearly perfect in body and mind as is humanly possible.

“Why Don't Men Get Together?” Even if every child were born of healthy parents (which is far from being the case) there are not enough suitable homes, nor enough food and clothing, ready for them after they are born. How to procure and pay for these indispensable things is the constant preoccupation of the majority of mothers.

While Dr. Newman was delivering his admirable speech to women in the Queen's Hall, I was standing with one of these worried women in Horseferry-road, Westminster. We were looking at the experimental six-roomed house built by unskilled labour at small cost and in an incredibly short space of time.

After reading the notice board, my companion exclaimed: “If houses like this can be built so cheaply and so quickly, why don't men get together and build them, and so save women and children from having to live in single rooms, or even going to the work-house for shelter? It is the men's job to provide homes, so they say. Why don't they stop quarrelling among themselves and do it?”

Millions of women to-day are asking the same question.

His Duty—and Hers.

If it is the woman's duty to risk her life in childbirth, to nourish and care for the child in infancy (and no one denies it is her duty), then it is clearly the man's job to provide a suitable and secure home and the necessary money to enable her to do her work properly.

The greatest service women can render to the nation and the race at the present time is to impress upon men collectively and individually that their most pressing duty is to provide homes for the rising generation. Let us insist on more houses without loss of time, because we know that this year 700,000 women will bear 700,000 future citizens, and therefore the need for homes is more than ever urgent.

Let us see to it that the houses so greatly needed are adapted to modern requirements and equipped with labour-saving appliances, so that domestic work shall not entail long hours of hopeless drudgery.

An adequate and conveniently installed supply of water, gas, and electricity should be compulsory in every house, however small; and no house must be built without a bathroom. In the family house there must be not fewer than three bedrooms, comfortable living rooms, and a conveniently arranged kitchen.

Recent experiments have proved that it is possible to provide such houses at a moderate price.

It has also been proved that the necessary labour can be recruited from the ranks of the unemployed. The six-roomed concrete house I inspected in Horseferry-road is the work of unskilled men, and I shall long remember the pride with which one of them (an ex-Service man) showed me what they have accomplished. He knew nothing of house-building when he started; but “There's nothing you can't do if you want to do it and use your brains,” said he.

The War, and Then Strikes.

Can we not without further loss of time make an effort to settle the housing question and solve the problem of unemployment by building on a large scale the houses that are so urgently needed, and must be provided before we can hope for success in our task of creating an Imperial race?

FIRE STATION BUILDING.

PROBABLE DATE OF OPENING.

It is expected that the new Fire Station building will be occupied between September and November, and the following Departments are to be accommodated:

In the Connaught Road portion, the S. C. A.'s Department on the ground floor and first floor; the Imports and Exports Department on the ground, 2nd, 3rd, and 6th floors; the Education Department probably on the 3rd floor; the Medical Department, and Government Analyst's laboratories on the fourth floor; the Harbour Department, and Government Marine Surveyors' offices probably on the fourth floor; the Police Department on the ground floor, the Audit Department on the 3rd, and Fire Brigade offices on the 6th floor.

In the Des Voeux Road portion, the Fire Brigade will have the ground floor and 1st, 2nd, and 3rd floors. The G. P. O. and postmen will be on the 4th floor, Police Department on the 5th floor, and Imports and Exports Department on the 6th floor.

NO WITNESS.

POLICE COUP AT TAI WAN.

Not being able to find the man whom he required to give evidence in his defence, a Chinese who was remanded from last week on a charge of possession of a revolver and three daggers was yesterday sentenced to four years' hard labour by Mr. J. H. B. Nihill and Major C. Willson at the Kowloon Magistracy.

It will be recalled that on the night of the 11th inst. a party of police officers under Sub-Inspector Stinson of the Kowloon City Station lay in wait at Tai Wan and arrested three of four Chinese who were alleged to have been on their way to commit an armed robbery at Ngau Tau Kok. The men were intercepted and three were arrested, the other escaping after several shots were fired at him.

At a previous hearing two men received sentences of four years' hard labour while the third defendant was remanded to call a witness, whom the prosecution stated yesterday “could not be found at the address given.”

When our houses are built and furnished, our work will really begin.

The Imperial citizen in prospect is an expensive as well as a precious responsibility. He must be kept in good health, be well fed, well clothed, and well educated. There must be no scrimping and saving where the child is concerned if we are to make a real success of our job.

To economise at the expense of the child is a fatal policy; and yet we are faced with a most difficult situation.

The war left us poor, and strikes and industrial disputes have made us poorer. How in the face of these hard economic facts are we to find the means for our great and patriotic task?

The answer is to be found in the exclamation of my chance acquaintance in the Horseferry-road: “Let the men stop quarrelling among themselves” and earn the necessary money.

No More Class Warfare.

We can accomplish the task of creating an Imperial race when national unity and co-operation take the place of class hatred and class warfare, when arbitration takes the place of strikes and lock-outs, which mean the reckless squandering of life and money. By means of co-operation and industrial peace we shall acquire the national wealth, prosperity and security that are needed to secure the home conditions, the education and the training that are essential for the creating and preserving of an Imperial race.

Women by nature and inherited training and experience are vitally interested in the guardianship of the race. They are now citizens sharing with men the duties and responsibilities of citizenship, and can do much to make men of all classes realise the seriousness of the present situation.

Men and women alike must in the national interest forget their differences and unite to protect and develop the great inheritance of the British people. —Emeline Pankhurst in Ex.



AT THE FINAL WEEK
OF

WHITEAWAY'S SALE

MONDAY, August 30th to SATURDAY, September 4th

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BARGAINS AT QUARTER PRICE.

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HALF PRICE BARGAINS

TOYS & GAMES

A Lot of Toys and Games to be
Cleared at Half price

CRACKERS & TABLE DECORATIONS

Must be cleared to make room for new stock coming
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HALF PRICE.

LADIES' WATERPROOFS

A small lot of Ladies' Tweed and Cloth Waterproofs,
Suitable for Winter use to be cleared at
HALF PRICE.

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ALL TO BE CLEARED AT
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WHEN A MAN MAY KILL.

"RIGHT TO SHOOT" PROBLEM.

A man's right to shoot in defence of his own life and property was discussed at the inquest recently on James Albert, aged 24, of Ballin-place, Bermondsey, who was killed in the affray at the lonely Ace Garage, Eltham.

The story of the shooting, which also resulted in serious injury to Charles Follen, of Long-lane, Bermondsey, was told by the proprietor of the garage, Mr. A. C. Broddie.

Albert and Follen are alleged to have been concerned in an attempted theft at the garage. Major W. H. Whitehouse, the coroner, said that many important principles of English law were involved in the case.

In Defence of Property.

There was the necessity on the one hand of allowing a citizen to retain and defend his rights, and there was the necessity on the other hand of suppressing private warfare. If they had private warfare in this country things would be unbearable.

In defence of man's liberty or personal property he might lawfully use an amount of force which was necessary. It must be proportionate, that which did not inflict on the injured mischief out of proportion to the injury. In defence of life and limb, however, he might be justified in using such forces as might cause death.

Mr. Broddie the garage proprietor, of Dungan-gardens, Eltham, then gave evidence.

Since he had been at the garage, he said, it had been broken into three times before the tragedy.

On the first occasion £100 worth of goods had been stolen, and on the second occasion £20 worth. The third burglary, occurred six weeks ago, and the claim in respect of that was for £120.

In consequence of these burglaries he obtained a firearms certificate and slept on the premises with his assistant.

Describing the shooting, he said, "I was awakened up by hearing somebody trying to force the door. I warned Taylor and then, slipping out of my hammock, went quietly downstairs. I heard the crash of breaking glass at the far end of the garage. I crept forward quietly and saw the figure of a man inside."

"I ran forward and heard a voice say, 'Stand back.' I stood still, and something was thrown past my head. It was a piece of concrete."

"I then took the pistol which I had put in my pocket, and told the man to stop, or I would fire. There was a scramble."

Warning Shot.

"I don't know exactly what was happening. Things were falling about, and there was a noise of a man moving hurriedly. After telling the man to stop I fired with the revolver, but not with the intention of hitting him, but causing him to stop."

"After I fired I saw the man go out through the window. All this time Taylor was in the garage. He switched on the light on the store. We both went to the door and unbolted it, and ran out. I had my revolver in my pocket."

"I saw two men running, and went after them, and caught one. I put my arm around him, and he said, 'I am sorry, governor; I am done.' There was blood on his side and shoulder."

"Then I saw Taylor and the other man struggling for the possession of the rifle. They were both falling, when there was a report."

"Taylor got up and stood beside the man. I went back to the garage and phoned for the police. After that I went to see how the man was."

The Coroner: I think you are a good shot?—I am with a rifle. The Foreman: Was the shot fired in the dark?—Yes.

Foreman: How many shots were fired?—One, to the best of my knowledge.

Coroner: You know that two cartridge cases were found?—I have no recollection whatever of having fired two.

The inquest was adjourned.

Six of the men who were accused of manslaughter for having secreted a number of Arab stowaways in the ballast of the Sidi Ferruch, bound from Algeria to Marseilles, of whom 11 died from heat and suffocation, have been found guilty and sentenced to two years' imprisonment, 600l. fine, and to pay the costs of the case.

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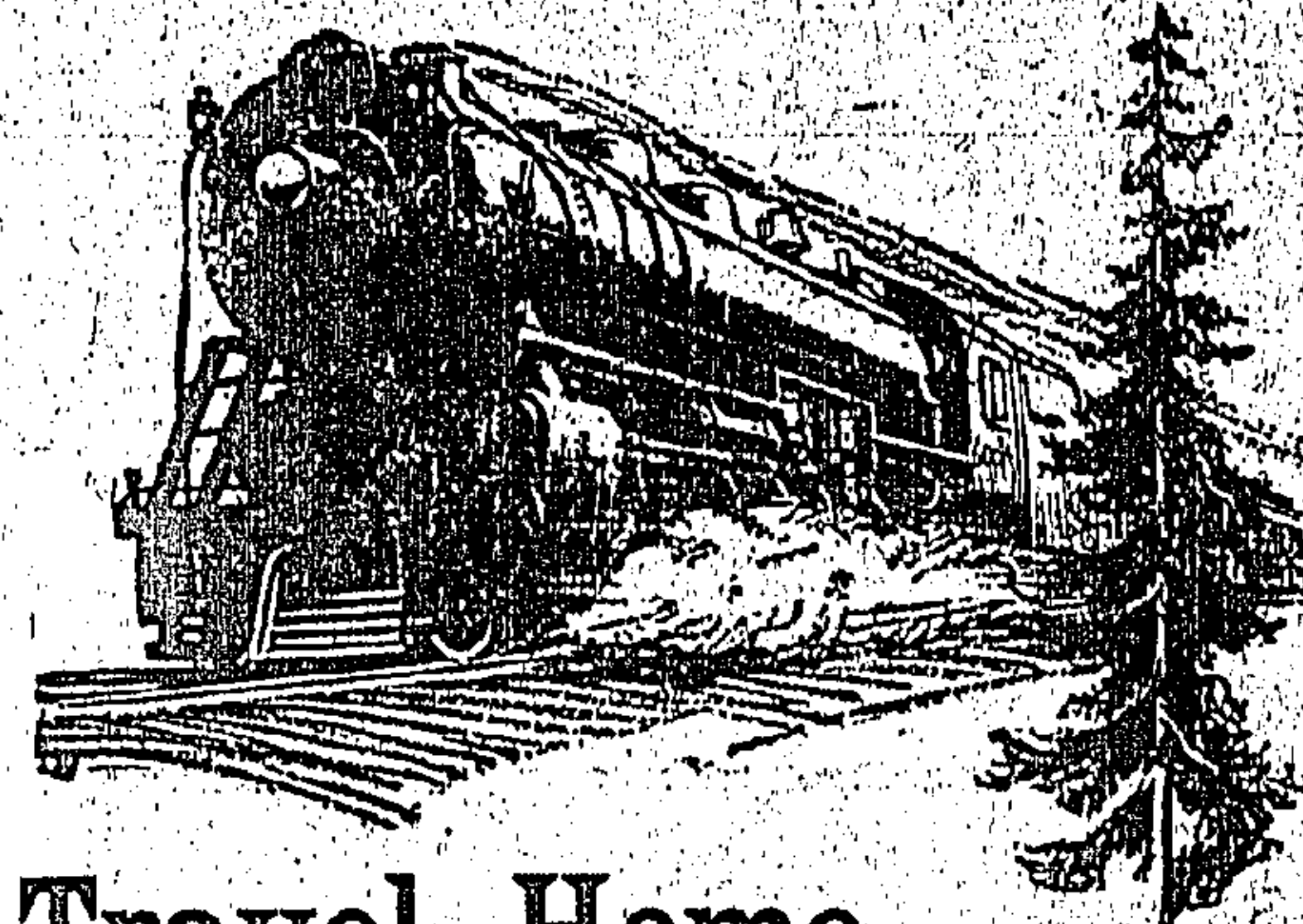
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HAPPY

WAYS

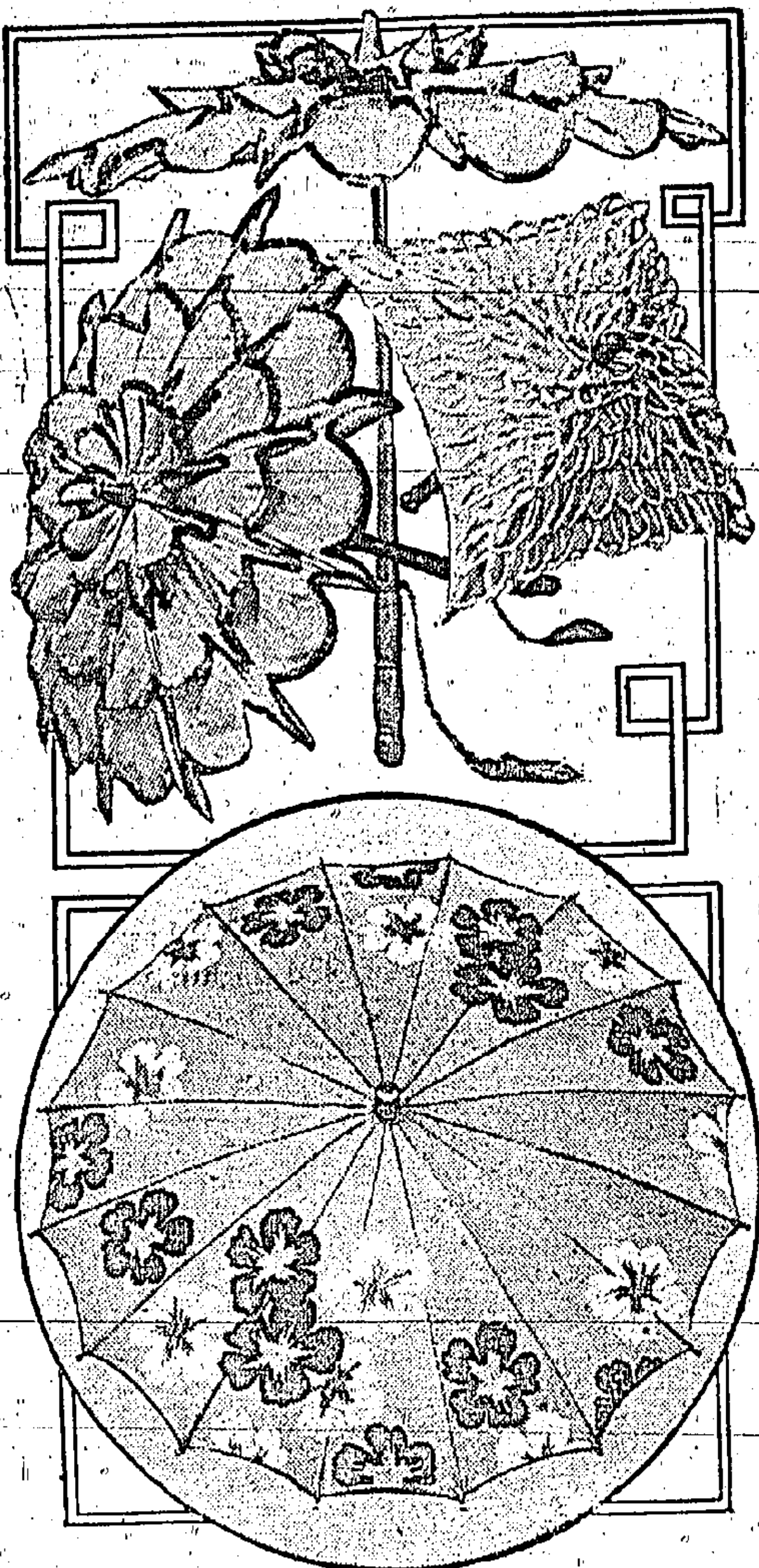


WOMEN'S INTERESTS

HEALTHY



DAYS



Some new styles in parasols. Below, a painted pink raffia and, right, a square one of white loops. Above and left, two views of the scalloped shade of periwinkle blue.

FASHION NOVELTIES.

Novelties in imitation flowers never come amiss. Cork is the latest venture, painted and glazed very much after the designs in leather, but the cork has the advantage of enduring longer, since there are no soft edges to become shabby. In Paris are to be seen some particularly attractive daisies, pink rosebuds, and even poppies, while acorns, complete with a spray of leaves, tipped with gold, are most effective.

Scarves are one of the most popular summer accessories.

Besides the numberless charming designs of patterned materials, there are ingenious little models of crepe-de-Chine, preferably in white, or in a very pale pastel shade. They are beautified with the fashionable applique spot designs carried out in suede.

The newest hat fashioned by Parisian milliners is a finely plaited ribbon, so subtly bound together that it is scarcely detectable from many of the crocheted straws. Apparently their originality is sufficient excuse for their existence, for not one was to be seen that was adorned with trails of artificial flowers or ribbons.



Esther Balfour who is to be the "glorified American girl" in Ziegfeld's first picture.

NEW CRETONNE DESIGNS.

Very fascinating materials for chair coverings and window hangings are some cretonnes which have been designed by well-known artists. These cretonnes recall the old eighteenth century "Jouy" prints and painted linens, but the patterns instead of showing eighteenth century or classical scenes, portray realistic incidents from modern English life.

There is, for instance, a wonderful design by A. R. Thomson, called "Derby Day," which shows the racecourse, the horses and a crowd of spectators. Another by the same artist depicts a Bank Holiday on Hampstead Heath.

There is a delightful one by H. A. Budd, R.O.I., called "Kensington Gardens," with its flowery walks, children at play, and kindly balloon women. Elsie McNaught has contributed a fine design called "Sport," which includes golfing, fishing, shooting and hunting in its clever pattern. Scottish Castles, too, by Lucy Revel, A.R.C.A., with its kilted lairds, Highland pipers, and quaint peasant women, is full of appeal, as are also "Pastoral," by A. M. Talmage, A.R.A., and "The Farmer's Boy," by T. C. Dugdale, with their wonderful series of country scenes.

For Nursery Windows. Then there is a charming interpretation of "A Midsummer Night's Dream" by John Revel, and for children there is a "Zoo" pattern with lions and tigers, camels, elephants, and all sorts of birds and beasts, by Jacqueline Cundall. The same artist has also interpreted the old English "Nursery Rhymes."

The colours of these cretonnes are delightfully fresh and cool, being chiefly in delicate shades of green, yellow, and pale rose.

Some of the patterns, like the old eighteenth century examples, are executed in one colour only, and these are available in seven different shades from which to choose.

These pictorial designs are most suitable for week-end bungalows or cottages, for the brilliance of the cretonnes will disguise makeshift and inexpensive furniture.

It is quite a good plan to paint the furniture, if it is deal or very inferior mahogany, in colours to tone with the curtains, so that the contents of the holiday retreat are harmonious in colour, if not in period.

THE NEW SHOES.

The number of shoes necessary to the well-dressed woman would have horrified the older generation, who not only wore their shoes with regularity until they were worn out but took little pains to keep them on trees or otherwise preserve their freshness.

While there are several traditional leathers which still fill a large place in shoe-making, it is fashionable to have shoes made rather unexpectedly. The woven shoe—which gives rather a large foot—had a good innings last year. The shoe which consists chiefly of a toe and a heel, with no middle but a sole, is still on the market. Kid, patent leather, suede are all to be seen. The very latest kind of shoe, however, is made of ostrich skin, with the spots that look rather like plum-pudding mahogany. Kid is commonplace, and so it is very delicately shaded. Grey, beige, ochre, rust, biscuit, and champagne are all tints in which it may be seen.

The same almost applies to suede. As a rule kid is worn with a strap, and suede is cut on pump lines. Both black and beige patent leather is seen. With the one, stockings take a reddish hue; with the other, they match the kid. For the evening the mule is prevalent. It is very decorative and most often has a heel. Made of lame or gold tissue, it is cut and slashed to show as much as possible of a superlative stocking. Gold is decorated with black; silver, with rose colour.

HOW TO GET SLIM.

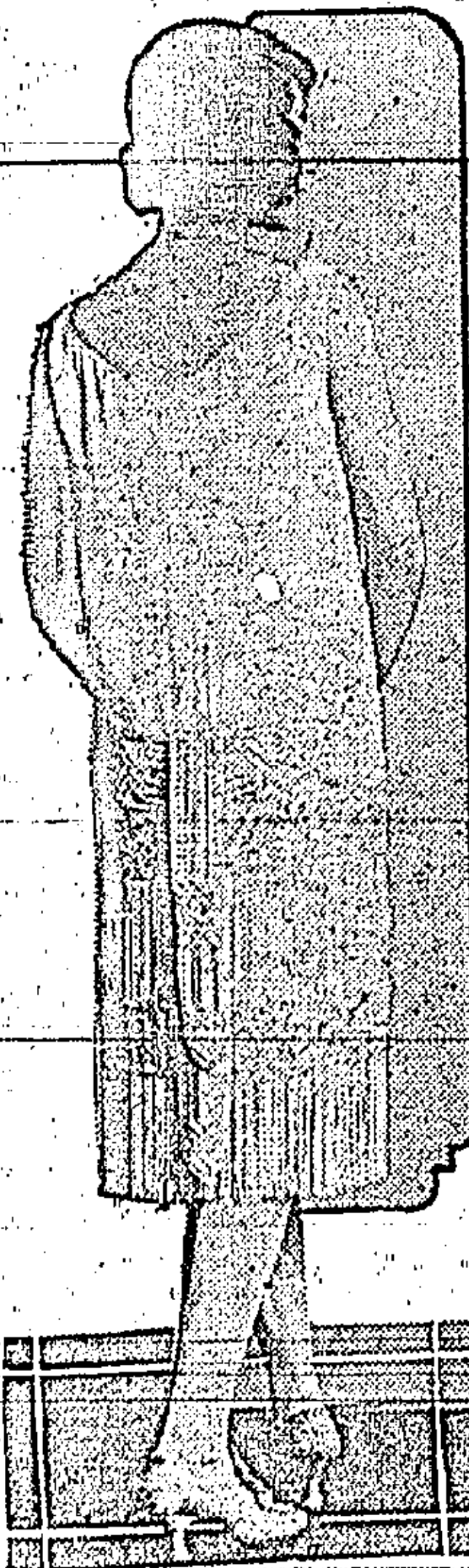
Have you heard of the very latest means of growing slim, as practised by New York's society women and leading actresses? A year or so ago there was a craze for the lamb-chop-and-pineapple diet, but that is now quite out of date.

The new method is to take a grape-fruit and cut it into quarters, without removing any of the rind or pips. Do this at night, and put it into jug or basin. Then pour over it a pint of absolutely boiling water and let it stand all night. In the morning, before you have any other food or drink, strain off the water and drink it slowly. It has a bitter, but not unpleasant, taste, and its users say that it achieves marvellous results.

A Difficult Exercise.

The following is a splendid exercise for reducing the hips:—

You lie on the floor on your right side, with your right arm extended above your head, quite flat along the floor. Your head rests on this arm. The left hand rests on the floor in front of you. Now, without bending the knees, and keeping the feet together, raise both legs upwards as high as ever you can. Don't put any weight on your arms, but make the legs do all the work. Do this a dozen times, then turn on to the left side and raise the other way. It is difficult to raise them any distance at first, but becomes much easier after a day or two. If the floor feels very hard and painful, the exercise can be done almost as well in bed, provided that your mattress is level and not too soft.



Pictured is a fringed gown of pearls with two heavily beaded tabs hanging from waistline.

FRINGE STILL POPULAR.

Fringe seems, perhaps, ancient history for evening frocks, but it is having such a revival just now that it has to be mentioned. In the favourite model, which a great Paris dressmaker recently launched, it forms the lower part of the georgette skirt, starting a little below the hips and set on in an uneven line, rising in front. This line is repeated on the bodice: the fringe outlines the rather high neck-line in front, and the deep, U-shaped decolletage in the back. Whatever colour is used for this model, the fringe must match it exactly.

DAFFODIL LAMP SHADES.

Even for a small, informal dinner party it is worth while spending time on achieving originality in table decoration.

One woman has special silk lampshades made for her electric lights to represent the flowers that she is using on the dinner table. These flower shades can easily be made from fireproof crepe paper, and nothing could be more attractive than a dinner table scheme carried out with daffodils in this way.

The best means of getting the shape for the shades over the side lights is to pull a daffodil to pieces, and take a paper pattern from the actual flower. It will not be found difficult to cut the parts very much larger. The bell should be made from a piece of deep yellow paper measuring about 8 in. deep, which is joined up with paste and stuck on to an asbestos ring at the top. Then six pointed petals in paler yellow paper are fixed over this.

The shade for the lamp should not follow the bell form of the flower too closely. To give a good effect it should be dome-shaped, and the best plan is to make a wire mount on an inverted basin, then put on the paper, and press that into shape over the basin, afterwards adding petals around the top in a paler yellow paper.

This shade on a lamp, placed in the middle of the table, with four old Georgian shoulder glasses filled with daffodils grouped around it, gives a beautiful effect, especially if a runner of pale yellow linen is used.

MARRIAGE GUIDE.

From America comes a marriage guide for husbands and wives, who wish to keep their wedded happiness. This set of rules, which are claimed to be divorce-proof, has been compiled by the New York Legal Aid Society, which gives advice gratis.

For husbands the decalogus includes:—

Be generous according to your means.

Do not interfere with a woman in the management of purely domestic affairs.

Be cheerful. Nothing reacts more surely on the nerves of a tired woman than the homecoming of a gloomy, taciturn husband.

Be considerate. The average woman is a bundle of high-strung nerves. Her efforts to make your home clean, inviting, and comfortable merit appreciation and co-operation.

Make love to your wife; continue to be her sweetheart.

Do not scold.

Establish your own home, if possible remote from your wife's and your own immediate families.

Cultivate neatness and personal cleanliness.

Be kind and just to your children.

For the Practical Woman.

For wives the decalogus, which reveals a feminine authorship, is equally unsensational and practical. It reads:—

Do not be extravagant. Upon the careful expenditure of your husband's income depends his willingness to exert himself for the maintenance of your home.

Keep your home clean.

Do not permit your person to become unattractive. A slovenly wife makes a truant husband.

Do not receive attentions from other men.

Do not resent reasonable discipline of children by their father.

Do not spend too much time with your mother. In such case you may easily spend too little at home.

Do not disparage your husband.

Smile! Be attentive in little things. An indifferent wife is often supplanted by an ardent friend.

Be tactful. Be feminine. Men, in last analysis are but overgrown children.

THIS WEEK'S RECIPE.

A COMPOTE OF APPLES.

This is a much nicer preparation than simply stewed apples; it certainly takes a little more time and trouble, but the result will amply repay for all.

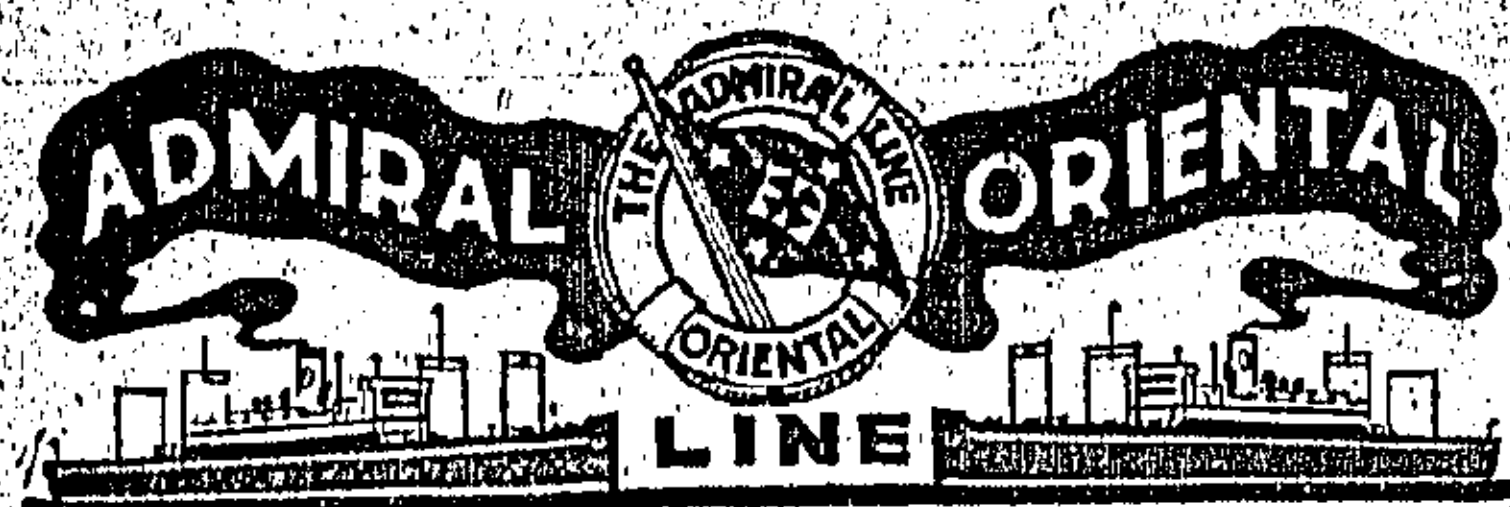
Quarter the apples, peel and core them. Then cut them into slices, putting them into a bowl of cold water as you proceed. If this is not done the apples will turn brown. Make a good syrup by boiling together some loaf sugar and water. The quantity of sugar depends on the acidity of the fruit, and enough must be used to make the syrup clear and bright. Put the apples into the boiling syrup, simmer gently till they are cooked, but not broken; lift the pieces into a glass dish; boil the syrup up again for a couple of minutes; let it cool, and pour it over the apples. Serve with cream or a custard.

FOR THE FLAPPER SMOKER.

A novelty umbrella of the short, stubby type that has a handle so fashioned that cigarettes may be carried in it has just been placed on the market in America. It is described as "just the thing" for a shower, or sunbathing, plus cigarettes or lipstick when desired. The handle has a screw top which prevents the cigarettes from falling out, while an attached cord prevents the top being lost. The space within the handle is large enough to accommodate a cigar lighter. Each handle is decorated with a hand-painted face and head of the "up-to-date American girl," including blondes and brunettes. The umbrella covering is of silk, the borders being plain or fancy.



Here is a new style in boyish bobs. Instead of combing the hair back it is combed forward, with uneven ends covering the forehead.



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S.S. "PRESIDENT GRANT" Sept. 13th, 5.00 p.m.
S.S. "PRESIDENT MADISON" Sept. 25th, 5.00 p.m.

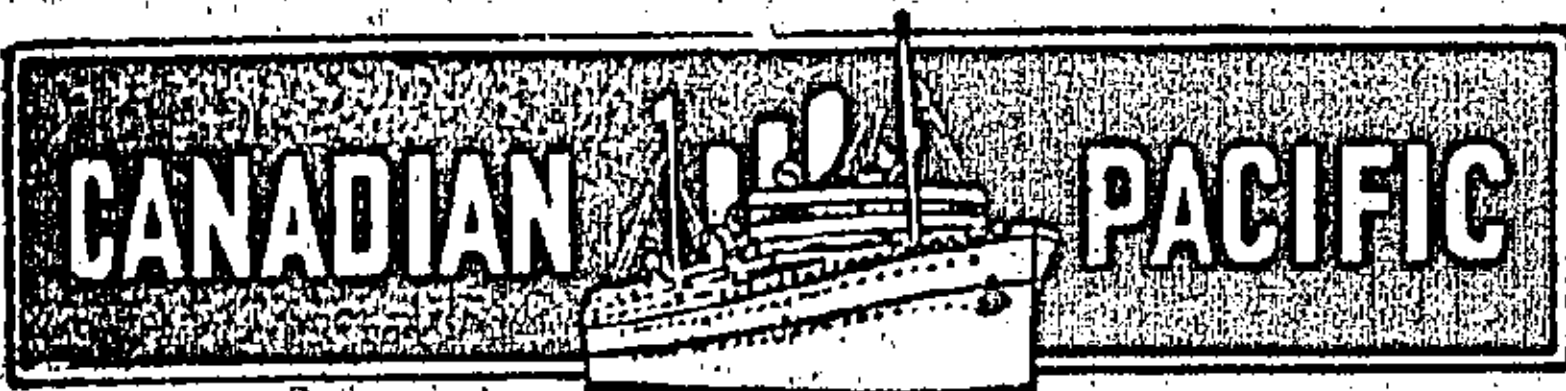
FOR MANILA

S.S. "PRESIDENT GRANT" Sept. 5th, 5.00 p.m.
S.S. "PRESIDENT MADISON" Sept. 17th, 5.00 p.m.
S.S. "PRESIDENT JACKSON" Sept. 29th, 5.00 p.m.

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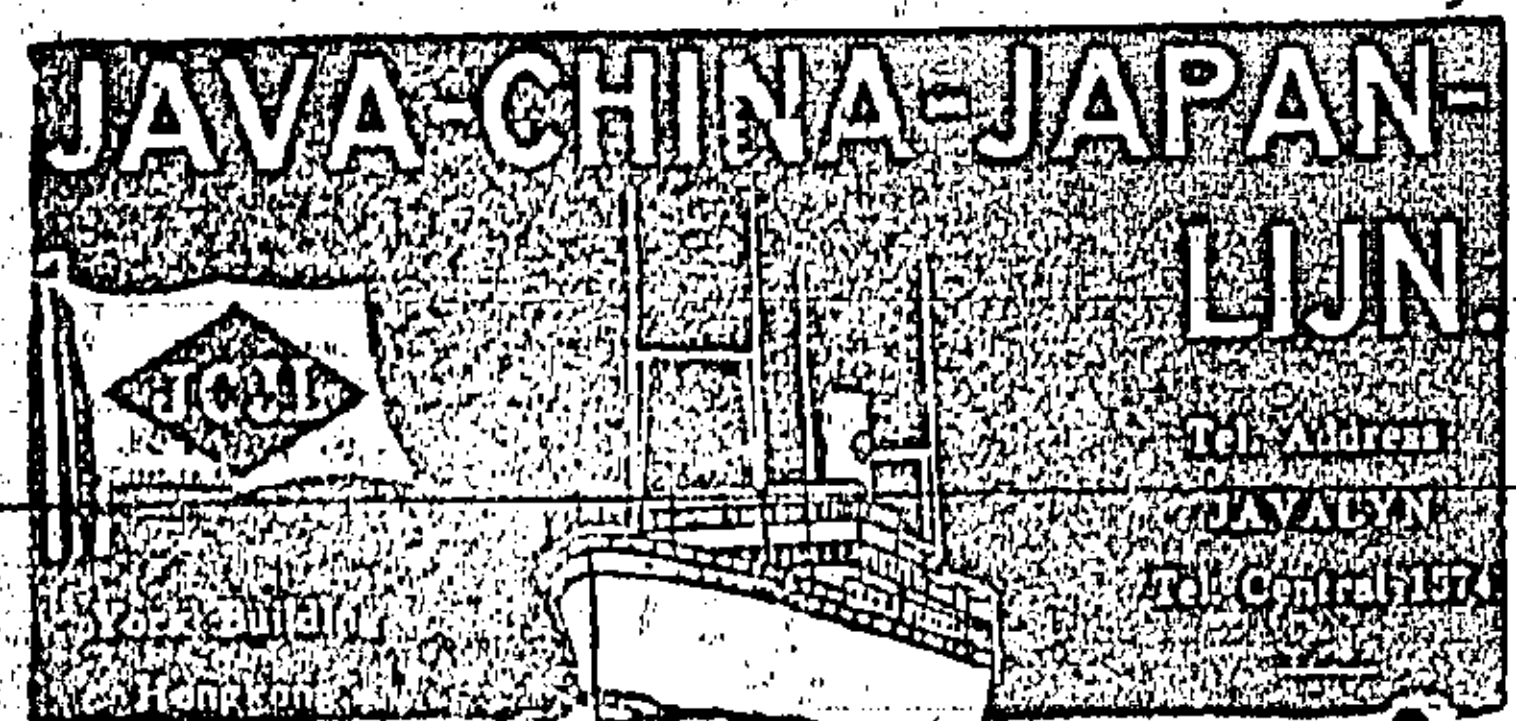
STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Van'vor
	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF CANADA	Sept. 5	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 25	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

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Tjilak	N. China	29 August.	31 August.	M'kear & Java
Strathlorne	Java	31 August.		
Kwantung	Java	4th Sept.		
Tjilak	Batavia	5th Sept.	9th Sept.	Shanghai
Tjilak	Shanghai	6th Sept.	9th Sept.	Batavia
Tjilak	N. China	16th Sept.	17th Sept.	Batavia
Tjilak	Java	18th Sept.		
Tjilak	Batavia	19th Sept.	23rd Sept.	Shanghai
Tjilak	Shanghai	20th Sept.	23rd Sept.	Batavia
Tjilak	Japan	28th Sept.	29th Sept.	Batavia
Tjilak	N. China	29th Sept.	1st Oct.	M'kear & Java

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Line.

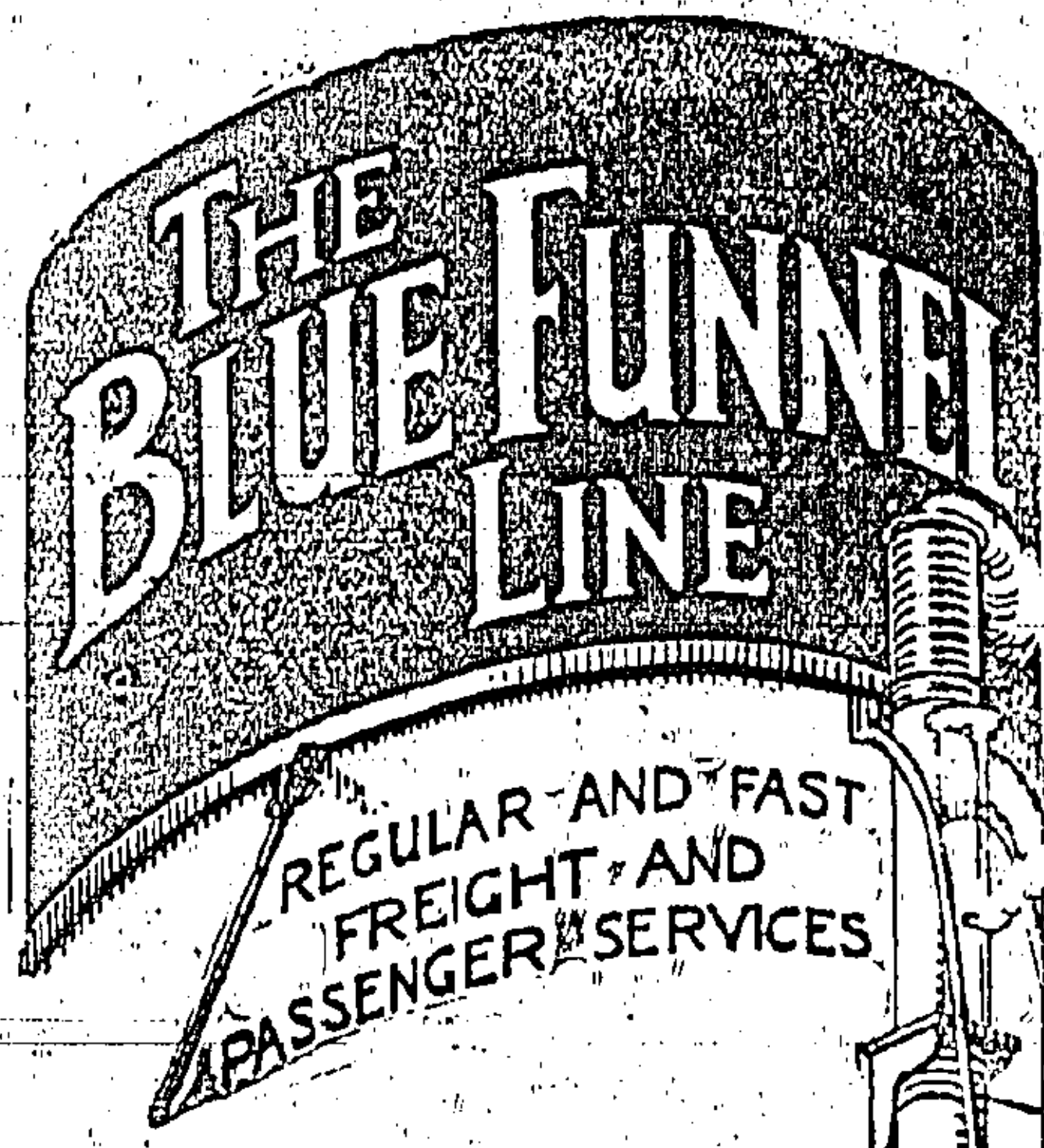
ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.
AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA"
(9870 tons d.w.)

The above Steamer having accommodation for over 100 First Class passengers will be despatched via Philippines, Straits, Colombo and Suez Canal on 5th November 1926, for NEW YORK where she is due to arrive on 3rd January, 1927.

For Freight or Passage, apply to

THE BANK LINE, LTD.



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"SARPEDON" 8th Sept. Marseilles, London, R'dam & Glasgow
"HELENUS" 21st Sept. Marseilles, London, R'dam & H'burg
"CALCHAS" 5th Oct. Marseilles, London, R'dam & H'burg
"PATROCLUS" 20th Oct. Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE

"TELEMACHUS" 20th Sept. Genoa, Havre, Liverpool & Glasgow
"ATREUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA.

"TALHYBIUS" 15th Sept. Victoria, Vancouver & Seattle.
"PHILOCTETES" 7th Oct. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"ANTIOCHUS" 10th Sept. New York, Boston & Baltimore
"TEUCER" 22nd Oct. New York, Boston & Baltimore

PASSENGER SERVICE

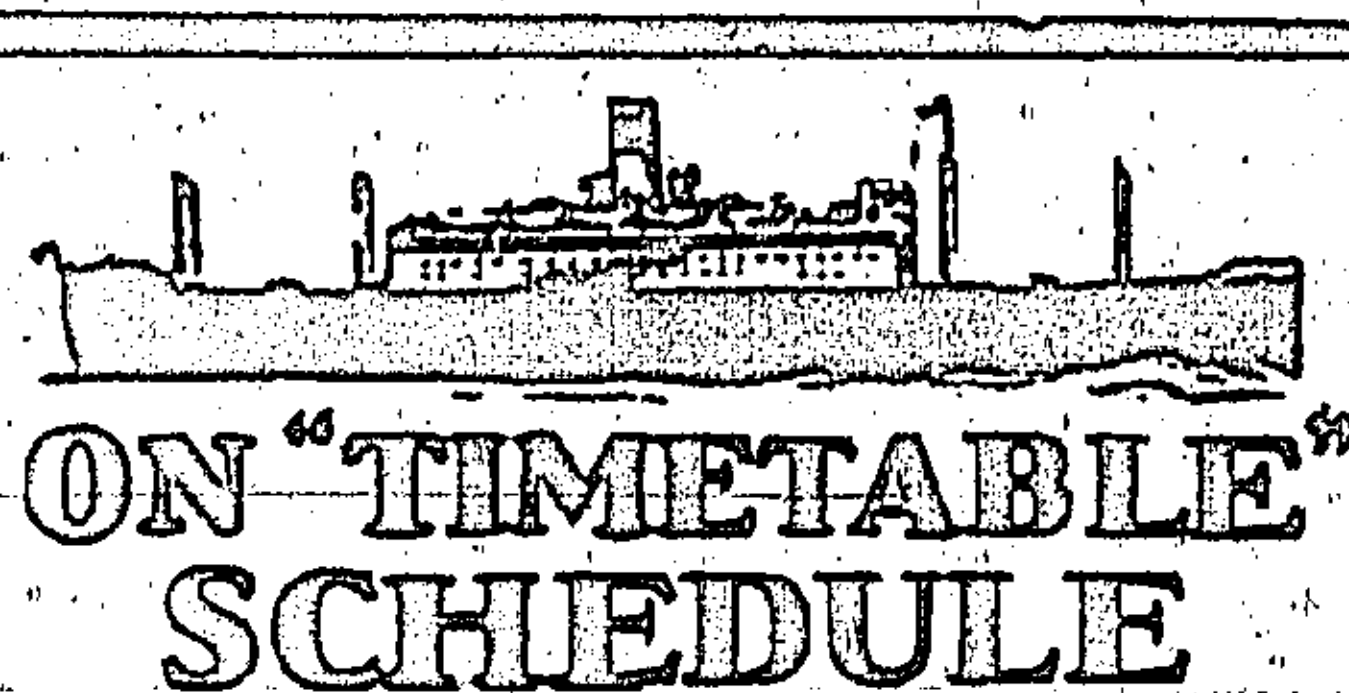
"SARPEDON" 8th Sept. Singapore, Marseilles & London.
"PATROCLUS" 20th Oct. Singapore, Marseilles & London.
"ANTENOR" 17th Nov. Singapore, Marseilles & London.
"HECTOR" 15th Dec. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents.



S.S. PRESIDENT
CLEVELAND

WILL SAIL FOR

SAN FRANCISCO

VIA

SHANGHAI-KOBE-YOKOHAMA—
HONOLULU

AT

10.00 a.m.

SUNDAY, August 29th

For passenger and freight rates, apply to

Dollar Steamship Line

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR.
Telephone: Central 2477, 2478 and 795.

HOME LEAVE

All those who are contemplating taking leave next year should register for accommodation without delay.

By early registration, the best available accommodation is at your disposal. Call at out Offices or write for full particulars to:—

Thos. Cook & Son, Ltd.

12, Pedder Street, Hongkong. Head Office:—Berkley Street, Piccadilly, London, W. 1.

LECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.
Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers, Hongkong.
Tel. Central 358.

TRAVEL

Steamship Tickets to all parts of the World.
Railway Ticket issued in Chinese, Japanese, Indian, European, American, Canadian and other Lines.
Through Tickets to Europe via United States and Canada.
ALL TICKETS SOLD AT TARIFF RATES.
Independent and Conducted Tours arranged to all parts of the World.

Baggage and Accident Insurance.

Carry American Express Travellers Cheques.

For complete information apply—

THE AMERICAN EXPRESS CO., LTD.

4A, Des Voeux Road, Central.
Phone C4625.

CONSIGNEE NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship,

"SI-KIANG"

Consignees of Cargo from DUNKIRK.

ANIWERP, MANCHESTER, LONDON & C.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 3.00 a.m. today requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday the 28th instant at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the Tuesday the 31st inst. or they will not be recognized.

All damaged packages will be examined on Saturday the 28th inst. at 10.00 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE.

Agent.

Hongkong, August 22, 1926.

The trawlers Roche Francoise and Roche Rouge returned to Brest after six days of sweeping operations in search of the P. and O. liner Egypt, which was sunk in a collision in 1922. On July 14 an obstacle was discovered which, from a calculation of its dimension, was believed to be the wreck. Two buoys were left to mark the spot, and divers will be sent down.

On The Kowloon Ferry
COUNT THE TELEGRAPHS
Before You Advertise

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

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ENGINEERS.

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THE HONGKONG & WHAMPOA DOCK CO., LTD.

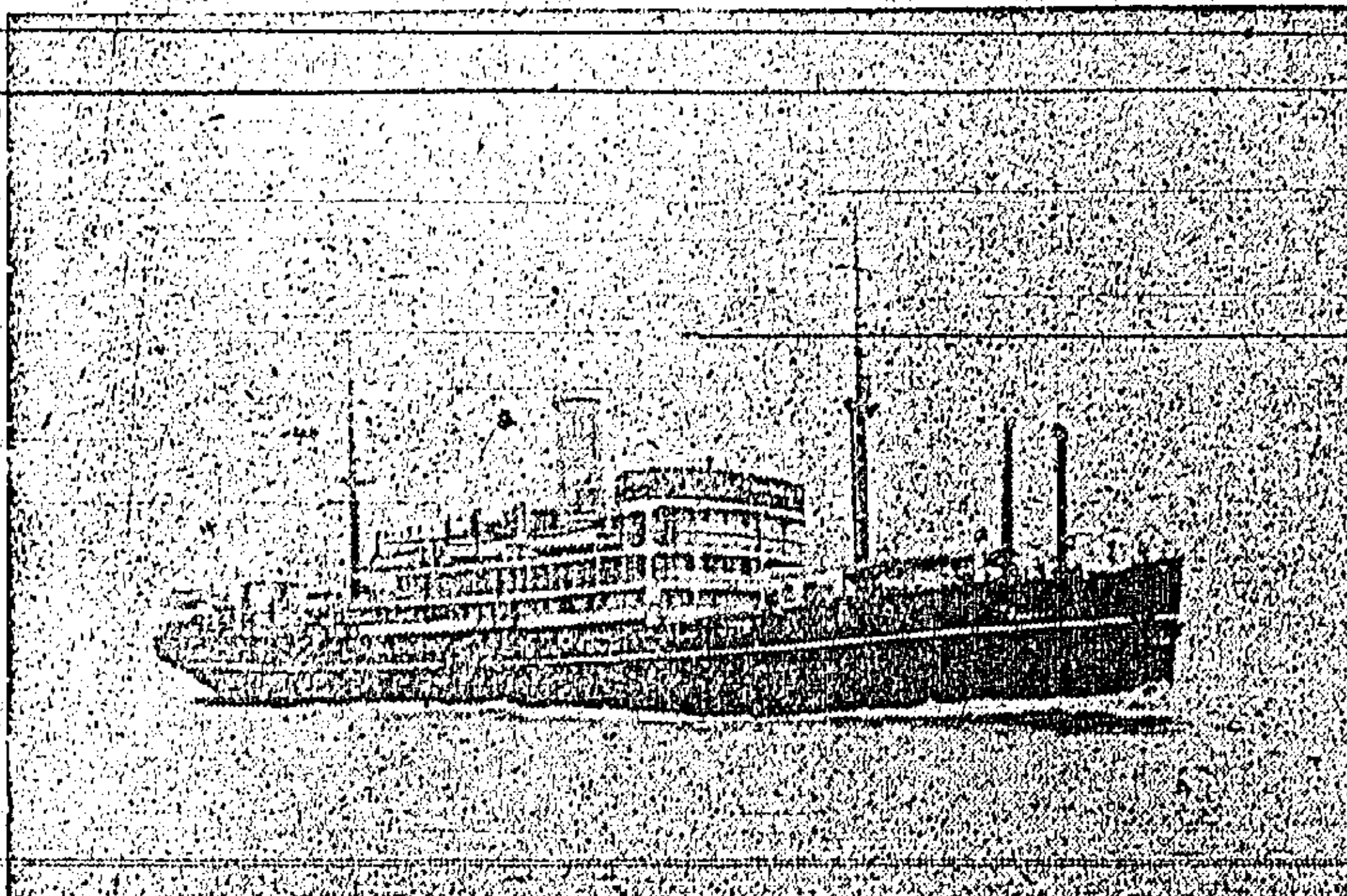
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



S. S. "TAIPING"

Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co. Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd., for Australian-Hongkong Service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. SC., M.I.N. A. Kowloon Dock, Hongkong.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
MACEDONIA	11,089	4 Sept. noon.	Marseilles & London
NAGPORA	5,283	10th Sept.	M's, London Hamburg Rotterdam A'werp & Hull
KIDDERPORE	5,334	23rd Sept.	S'pore, Penang Colombo & Bombay
MALWA	10,941	18th Sept.	Marseilles & London
KASHGAR	9,005	2nd Oct.	Marseilles London, Antwerp & Hull
MOREA	10,918	16th Oct.	Marseilles & London
KHYBER	9,114	30th Oct.	M's, L'don & A'werp
MANTUA	10,902	13th Nov.	Marseilles & London
KARMAIA	9,128	27th Nov.	M's, London Antwerp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraeus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	5th Sept.	S'pore, Penang & Calcutta
SANTHA	7,704	14th Sept.	S'pore, Penang & Calcutta
TILAMA	10,006	20th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,958	27 Aug. 4 p.m.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st Oct.	Island, Townsville, B'bane.
ARAFURA	6,000	29th Oct.	Sydney and Melbourne.

*Calls at Kolambagan. Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hoio, Cebu, Kolambagan, Tawap, Timor, Darwin, or other ports en route to induce off-shore.

*Frequent connections from Australia with the following:—
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TILAWA	10,006	28 Aug. 6 a.m.	Amoy, Moji, Kobe & Yokohama
JYPORE	5,318	30 Aug. 6 a.m.	Moji & Kobe
NELLORE	6,853	31 Aug. 6 a.m.	Shanghai, Moji & Kobe
KASHGAR	9,005	3rd Sept.	Shanghai, Moji & Kobe
TALAMBA	8,018	5th Sept.	Shanghai & Kobe
ST. ALBANS	4,500	7th Sept.	Moji, Kobe, Osaka & Yokohama
SHIRALA	7,841	13th Sept.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

PARCELS MEASURING NOT MORE THAN 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents, P. & O. Bldg., Connaught Rd., C.



SERVICES CONTRACTUELS.

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g and Sailing for S'hai & Japan	Prob. Sailing from H'kong, for M's.
AMAZONE			14th Sept.
ANGERS		31st Aug.	28th Sept.
D'ARTAGNAN		14th Sept.	12th Oct.
ANGKOR		28th Sept.	26th Oct.
ORTHOS	10th Sept.	12th Oct.	9th Nov.
CHAMBORD	24th Sept.	26th Oct.	23rd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Landing Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. MIN from Dunkirk, L'don, Havre is due to arrive about 23rd September.

For full particulars apply to Messageries Maritimes Co., 3, Queen's Building.

Phone: Central 740

HOLLAND EAST ASIA LINE OF THE United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore and Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OUDERKERK ... 20th September.

S.S. SIMALOE ... 18th October.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. ZOSMA ... 4th September.

S.S. OOSTERK ... 2nd October.

S.S. OUDERKERK ... 30th October.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN, Agents, York Building

Tel. Central No. 1574.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU ... Monday, 21st Sept. at noon.

TAIYO MARU ... Tuesday, 5th Oct.

TENYO MARU ... Monday, 18th Oct.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

GINYO MARU ... Tuesday, 31st Aug.

ANYO MARU ... Tuesday, 12th Oct. at noon.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

FUSHIMI MARU ... Saturday, 28th Aug.

HAKOZAKI MARU ... Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 22nd Sept.

AKI MARU ... Wednesday, 20th Oct.

MISHIMA MARU ... Wednesday, 24th Nov.

NEW YORK and/or BOSTON via PANAMA.

TAKEOTOYO MARU ... Monday, 5th Sept.

MAYEBASHI MARU ... Saturday, 18th Sept.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

TOKUSHIMA MARU ... Monday, 30th Aug.

SADO MARU ... Saturday, 11th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 18th Sept.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Monday, 30th Aug.

DAKAR MARU ... Tuesday, 1st Sept.

HARUNA MARU ... Monday, 6th Sept.

KAMO MARU ... Tuesday, 21st Sept.

For further information apply to: NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sails on or about 19th September.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (RUE).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72. 10. 0. "B" Class £66. 0. 0.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "FIUME L." ... 4th September.

M.V. "VIMINALE" ... 5th October.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA" ... 9th September.

S.S. "FIUME L." ... 30th September.

M.V. "VIMINALE" ... 30th October.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st Aug.

Via Rangoon & Colombo

S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Via Rangoon & Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to: DODWELL & CO., LTD.

Telephone Central 1030. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS-CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENGARRY	31st August	GLENOGLE	22nd September
GLENNAP	16th September	L'don, R'dam & H'burg via Oran	
GLENSHANE	5th October	GLENGARRY	20th October
CARMARTHENSHIRE	16th Oct.	L'don, R'dam & H'burg via Oran	
GLENBEG	28th October		

Movements are subject to change without notice.

For freight or further particulars please apply to:

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3696.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

On Saturday 28th Instant the afternoon Sailing to Macao will be at 2 P.M. instead of 4 P.M.

SUNDAY EXCURSION.

On Sunday 29th Instant s.s. "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M. Special Sunday tariff \$1.50.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL s.s. Co., Ltd.)

S.S. "MALVERNIAN" via Suez Canal From H'kong, 13th August.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "SPRINGBANK" via Suez Canal 30th September.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, Havre, London, & Hamburg From Hongkong: S.S. "CITY OF MELBOURNE" 5th Sept.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "STEAMER" From Hongkong July, August. Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through Bills of Lading issued to Boria, Oullimaine, Ibo, Port Amelia, Mozambique, Chinde, Imhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa, Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:—

THE BANK LINE LTD.

Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "ANTIOCHUS" via Suez Canal ... 10th Sept.

S.S. "CITY OF EVANSVILLE" Suez Canal ... 24th Sept.

Steamers proceed via Suez Canal or Panama Canal at

Owners' option Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Change" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails from Hongkong on or about
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

For Freight & Passage, apply to: BUTTERFIELD & SWIRE, Agents.

Tel. C. 96.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' ANTWERP, LONDON and STRAT'S.

The Steamship.

"BENAVON."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence and/or from the "wharves" delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All claims against the steamer must be presented to the Underinsured on or before the 13th September, 1926, or they will not be recognized.

Any broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by.

GIBB, LIVINGSTON & CO., LTD.

Agents, Hongkong, August 28, 1926.

CHINESE OPTICAL CO.

Refracting

and

Manufacturing

Crookes Glasse

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

37, Queen's Road, Central.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

J. ULLMANN & Co.

ALEXANDRA BUILDING
CHATER ROAD.

WATCHES
CLOCKS
JEWELLERY
DIAMONDS
CUT GLASSES
FANCY GOODS

HOUSES IN
PARIS, LA CHAUX-DE-FONDS,
SHANGHAI, TIENTSIN HANKOW
AND PEKING.

HOTELS.

THE HONGKONG

HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL,
KALEE HOTEL, MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTEL LIMITED.

In association with the Grand Hotel
Des Wagons-Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373. Telegraphic Address "VICTORIA"

KOWLOON HOTEL.

The Premier Hotel in Kowloon.

This First Class Residential and Tourist Hotel provides the acme of comfort and service for its guests.
Six stories of up to date elegantly furnished airy rooms with latest sanitary appliances.
Excellent cuisine under supervision of experienced Chef.
First Class Billiard Room and Saloon Bar.
Electric Lift and Telephones to each floor.
Special Rates for Families.
Monthly and Daily Rates at moderate terms.
Under new and progressive management.
Tel: HK. 600 & K. 50. Telegraphic Address: "KOWLOTEL" HONGKONG.

THE EUROPE HOTEL.

SINGAPORE.

Terms:—A la carte or Inclusive.

Telephone in every room.
After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams "Europe Singapore" ARTHUR E. ODELL,
Telephone 2740. Managing Director.

Tel. Address: GLENEALY HOTEL. Telephone C. 960.
"Glencely" Hongkong. 3 & 4, Glencely (Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated with in easy walking distance of all business centres. Large airy rooms. Hot and Cold water. Excellent Cuisine under the personal supervision of the Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS, Proprietress.



THE IDEAL RAZOR BLADE

You will be agreeably surprised with the super-excellence of STAR AND CROSS SAFETY RAZOR BLADES which are manufactured by JOSEPH ROGERS & SONS, LTD. of Sheffield, England. Packed in dozens and half dozens and sold by

THE COLONIAL DISPENSARY,
14, Queen's Road. Tel. C. 1877.

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

SINO-BELGIAN DISPUTE

AN IMPORTANT STATEMENT.

Brussels, Aug. 27.
With reference to the reported Sino-Belgian dispute, Heer Vandervelde, the Foreign Minister, has stated that there is no dispute, but that a dispute was possible since China wished to denounce the Treaty of 1865, which is unilateral and could only be denounced by Belgium.
Belgium had notified China that Belgium wished to conclude a new Treaty which would not be one-sided but that this was impossible until there is a stable Government in China and the Customs and Extrajurisdictional conferences had finished.
Heer Vandervelde related the subsequent Sino-Belgian negotiations and added that China had not yet replied to Belgium's declaration agreeing to a *modus vivendi* providing that clauses in the 1865 treaty were observed with the exception of clause 46.
Heer Vandervelde hoped that mutual satisfaction would be obtained before October, saying "but, if despite all efforts for conciliation we are unsuccessful, we shall submit the question to the Hague."—*Reuter*

SOUTH AMERICAN DISPUTE.

MEXICAN WARSHIP INCIDENT.

Geneva, Aug. 27.
The Nicaraguan Government has notified the Secretary-General of the League of Nations that an auxiliary warship of the Mexican Navy is proceeding to Nicaragua to help the rebels, concerning which Nicaragua has vigorously protested to Mexico.
The Secretary-General has transmitted this notification to all members and also to Mexico.—*Reuter*

U. S. SHIPPING.

RENEWED EFFORTS TO SELL LINERS.

Washington, August 27.
In renewing its efforts to sell the liners Leviathan, George Washington, President Harding and other American merchant line vessels, the Shipping Board has decided to call for sealed bids by Nov. 8 from American citizens. The Board announced that if no bid is accepted the vessels will continue to operate as at present.—*Reuter's American Service*

ROUND-THE-WORLD RECORDS.

FROM THREE YEARS TO 28 DAYS.

Two American travellers, Mr. Edward C. Evans and Mr. Linton O. Wells, have just been round the world in twenty-eight days.
The table given below shows how the time taken for the journey has gradually diminished since the famous trip made half a century ago by Jules Verne's fictitious traveller in eighty days. By travelling by air for about a third of the journey, 6,300 miles, Messrs. Evans and Wells were able to break the previous record, established thirteen years ago by Mr. J. H. Mears, by nearly seven days. The only flying machine used by Mr. Mears was a hydroaeroplane, which carried him from a yacht, a few miles across Puget Sound. Mr. Mears covered altogether 21,066 miles; Messrs. Evans and Wells made the round trip in 18,400 miles.
This is the list of records, including, for the sake of comparison, that of Jules Verne's novel, "Round the World in Eighty Days."

1610-1622—Magellan Expedition Three Years.
Days, Hr. Min. Sec.
1870—Capt. W. D. Seymour 117 — — —
1872—Phineas Fogg (in Jules Verne's novel) 80 — — —
1880—Miss Nellie Bly 72 6 11 14
1880—Gen. Francis Train 67 12 3 —
1901—Charles Fitz Morris 60 18 20 42.5
1908—Henry Frederick 54 7 20 —
1907—Col. Burnley Campbell 40 19 30 —
1911—A. Jaeger-Schmidt 39 19 42 37.45
(Trip arranged by Cooks.)
1918—H. Mears 35 21 35 0.45
1926—Evans and Wells 28 14 36 51

THE COAL MINE DEADLOCK.

(Continued from Page 1).

dispute and at a later stage of the proceedings Mr. Cook suggested that while they could not agree to extended hours, there might be room for accommodation on national lines. He was not prepared, in response to Mr. Churchill's invitation, to make any new proposals. Mr. Churchill said the Government felt that the miners ought to have the choice in certain districts between working an extra hour or half-hour and receiving a very low rate of wages. Under the old law they had no such choice and the Act merely moved that restriction.
Answering suggestions that the Government proposed for the reorganisation of the coal industry, particularly those of the collieries in which amalgamation would not promptly be carried out Mr. Churchill said it was the Government's sincere belief that, apart from the question of buying out the owners of royalties which would not be of any financial service to the miners at present, their proposals fully met the recommendations of the Commission, and they were determined to put them into operation to the utmost of their power.

DEBATE ON TUESDAY.

A full report of the interview has been despatched to the Prime Minister at Aix-les-Bains, and it is anticipated that it will be discussed during the debate in the House of Commons on Tuesday.

The situation in the coalfields remains unchanged. Newspapers report that good order prevails and the police arrangements have proved quite adequate to protect from any threats of molestation men returning to work.—*British Wireless*

FORCED TO SIGN?

A MOTOR CAR INCIDENT.

During the hearing of a case before Mr. E. Lindsell, at the Central Magistracy this morning, it was alleged by the complainant that he was forced to sign a promissory note in a motor car. There were two defendants who were jointly charged with using violence in connection with the forcing of a Chinese to sign the note. Mr. E. S. C. Brooks appeared for the defence.

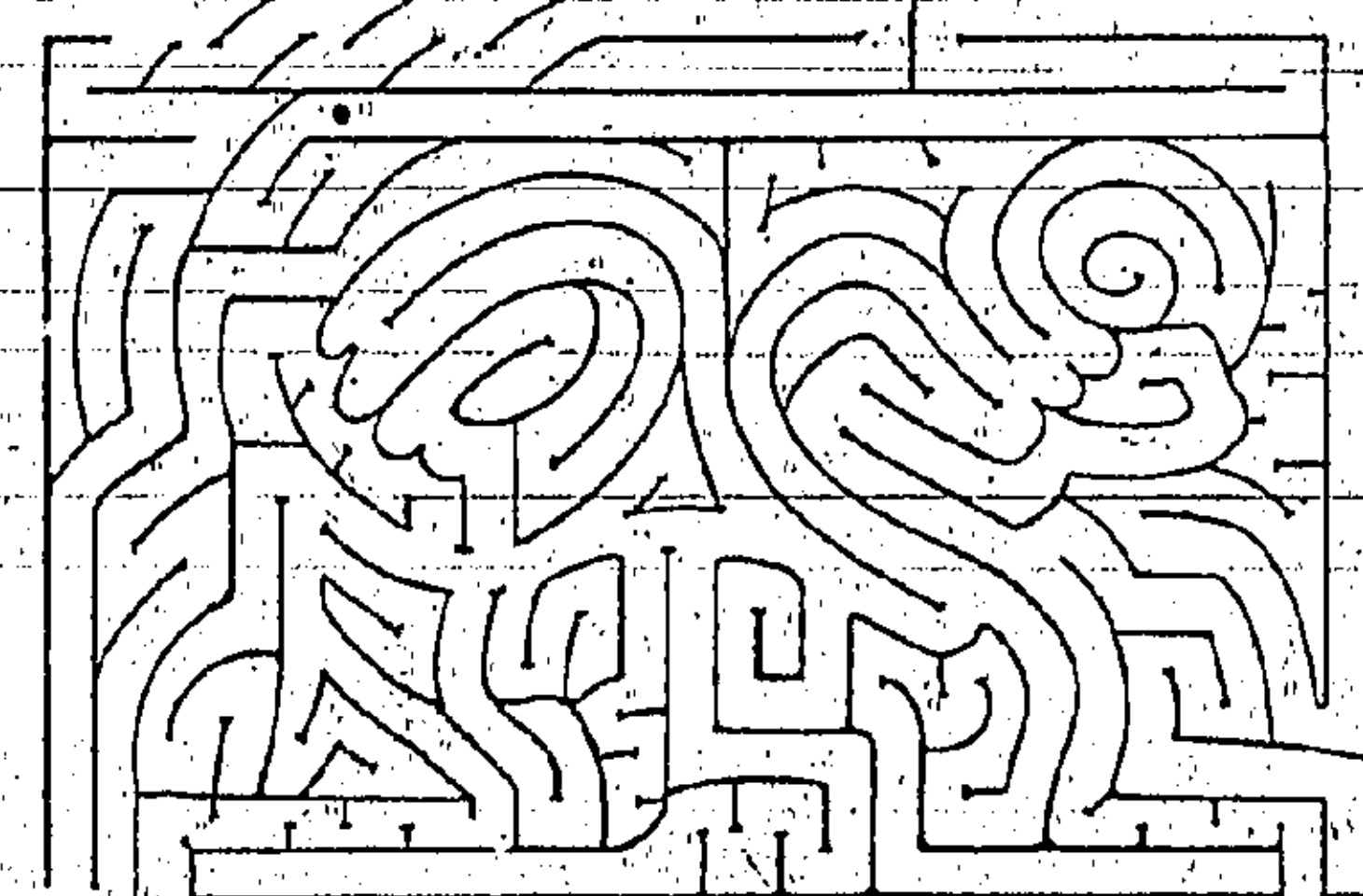
It appears that attention was attracted to a car by a man putting his head out and shouting "Save life!" and the vehicle was later stopped when returning from Sai Wan Ho.

On the application of Mr. Brooks the case was adjourned, bail being allowed the first defendant, who is a garage owner at Shaokwan, in the sum of \$450, and the second a foki, in \$50.

Mr. William Nowell, the Assistant-Director of Agriculture in Trinidad, has been promoted to be Director of Agriculture in British Guiana.

THE MYSTIC MAZE

By WALTER B. GIBSON

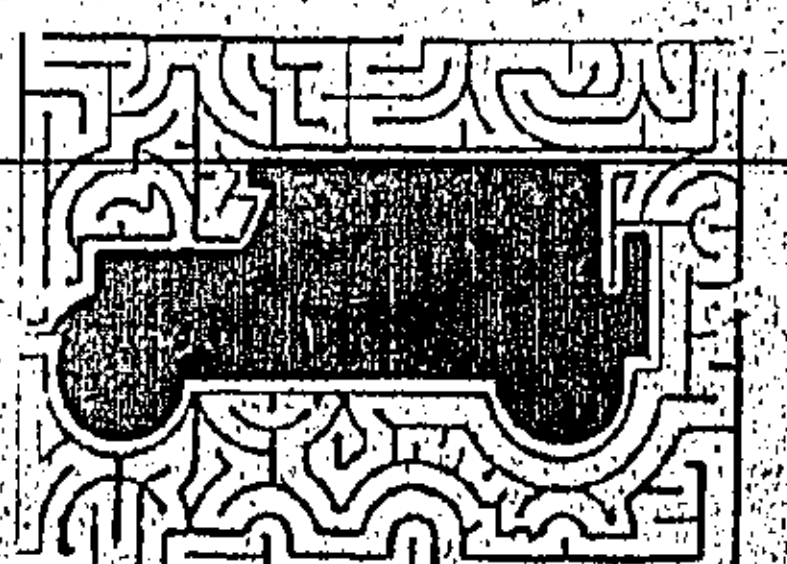


Here is a puzzle that make a picture for you while you are solving it. The picture is in the mystic maze, waiting for you to discover it.

Start at one of the entrances to the maze and go through the twistings and turnings of the labyrinth, tracing your course with a pencil. Be careful to avoid all passages that have no outlet for the correct course will lead you through various paths and will finally bring you out just where you started!

The puzzle is interesting in itself, but the real surprise comes when you have solved it. The line made by your pencil will form the outline of a perfect picture, and when you pencil in the outline, the complete picture will appear in black and white.

Another intriguing maze will appear next Saturday, along with the answer of today's maze.



Last Saturday's Picture—The Automobile.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, \$1,110 s.
Chartered, \$201 b.
Mercantile A. and B., \$304 n.
Mercantile C., \$131 n.
P. and O., \$291 b.
East Asia, \$84 b.

Marine Ins.

Canton Ins., \$625 s.
China Underwriters, \$150 n.
North China, Tls. 145 n.
Unions, \$288 s.
Yankee, \$35 b.

Fire ins.

China Firs., \$200 b.
Hongkong Fire, \$620 n.

Shipping

Douglas, \$25 b.
Steamboats, \$261 n.
Tugs, \$11 n.
Indo-Chinas, (Prof.), \$30 b.
Shell Trans., \$67 n.
Star Ferries, \$64 s.
Waterboats, \$151 sa.

Refineries.

China Sugars, \$23 s.
Malabons, \$36 b.

Mining.

Benguets, \$150 b.
Kailans, 40/- n.
Langkats, Tls. 23 b.
Shai Exploration, Tls. 5 s.
Shanghai Loans, Tls. 7 n.
Raubs, \$42 b.
Tronohs, 71/- b.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharves, \$115 s.
Whampoa Docks, \$58 b.
Hongkows, Tls. 174 b.
New Engineerings, Tls. 6 b.
Shanghai Docks Tls. 111 b.

Lands, Hotels, etc.

H. and S. Hotels, \$10. s.
H.K. Lands, \$60 sa.
Realty, \$7.50 b.
Territorials, \$5 n.
Developments, 15 cents s.
Humphreys, \$13.60 s.
Princes Bldgs, \$89 s.
Rural Lands, \$11 b.

Cottons.

Ewos Cottons, Tls. 9.25 b.
Orientals, Tls. 2.50 b.
Shai Cottons, Tls. 52 b.

Buses, Trams.

China Buses, \$104 n.
Tramways, \$231 n.
Peak Trams, (old) \$151 n.
Spore Tractions, \$12/- b.
Taxis, \$3 s.

Miscellaneous.

Amusements, \$101 b.
Canton Ices, \$71 n.
Cements (Comb.), \$131 n.
China Lights, \$19 b.
China Prov., \$530 n.
Constructions, \$21 n.
Dairy Farms, \$162 n.
Der A. Wing, \$6 s.
H'kong Electric, \$621 s.
Macao Electric, \$35 n.
Ropes (Comb.), \$26 s.
Lane Crawfords, \$9 b.
Mackintosh, \$191 n.
Sinoeres, \$11 n.
United Asbestos, \$20 n.
Watsons, \$131 sa.
Powells, \$61 n.

Entertainments.

A Glowing Romance
that races from Paris
to Italy, Port Said and
the South Seas!

RICHARD BARTHELMESS

in

"SOUL FIRE"

The Story of a Wanderer who finds his Soul in
Love and Music.

FAREWELL PERFORMANCES.

of

MISS GLADYS GARFIELD

who will sing

VALEN IA & LAND of HOPE & GLORY

TO-DAY ONLY

2.30, 5.15, 7.15 & 9.15

QUEEN'S

Those who like Western
Pictures will find this one
of the best. Those who enjoy
Comedy will also enjoy it.

THE PHANTOM BULLET

with

HOOT GIBSON

TO-DAY
ONLY

WORLD

STAR

CONTINUOUS
5.30 to 11.30 p.m.

HARRY CAREY

in

ROARING RAILS

Century Comedy. Gazette. Cartoon.

FEMINA.

1st. Floor, China Building.

JUST RECEIVED.

A Choice collection of Paris Dresses and Gowns
the latest Creations.
Further reduction on all Summer Goods.
A Call Respectfully Solicited.

KING SAVES "OLD JOE."

ROYAL HOME FOR AGED WHITE HORSE.

The *Morning Post* understands that the King offered to find a home for "Old Joe," the aged white horse who has served for 20 years with the Life Guards, and is now being ridden by King Charles at the Royal Tournament at Olympia.

It had previously been decided by the authorities that it might be necessary that "Old Joe" should be taken to the slaughterhouse and killed as soon as the Tournament had ended. The King, however, expressed a desire that the old horse should spend his last days in one of the Royal stables.

General Lord Ruthven informed a *Morning Post* representative that his Majesty had suggested to him that a home for "Old Joe" should be found at Hampton Court after the close of the Tournament. "However," said Lord Ruthven, "it has been decided that 'Old Joe' is not yet old enough to retire from service with his regiment—the Life Guards. It is probable that he may prove strong and active enough for another year or so. When he does retire the King's wishes will, of course, be studied."

"Old Joe" was a mighty jumper and a fearsome charger in his youth. But when the Great War came, he had put on flesh and was considered too heavy for service in France. He was, therefore, employed to train recruits.

For a time he carried the Queen's big drum, but when the Queen presented some Royal creams he was displaced, and returned again to train recruits. As a final honour he was sent to Olympia to carry the Cavalier King before thousands of cheering people.

According to reports from Leningrad the sealing season has been a great success. The herds were located by means of seaplanes, and altogether more than 200,000 seals were killed.